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No. 26 JULY, 1956

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'... a wind-ridden, restless sea ...'



H.M.S. Scorpion refuelling from a Carrier

Drafting Forecast

PORTSMOUTH COMMAND

FOR GENERAL SERVICE

August 28, 1956: H.M.S. Wakeful* recommissions for Service in Mediterranean and Home Fleets. (12 months commission.)

August 28, 1956: H.M.S. Warrior* recommissions for Service in Mediterranean and Home Fleets.

August-September, 1956: 891, 898, and 820 Squadrons form for Service in H.M.S. Bulwark.

September 4, 1956: H.M.S. Protector* recommissions for Service in South Atlantic.

September 11, 1956: H.M.S. Ceylon* commissions for Service in Home Fleet / Mediterranean / South Atlantic.

September 12, 1956: H.M.S. Lynx (new A.A. Frigate) commissions for Service at Home and South Atlantic.

October, 1956: H.M.S. Carysfort commissions for Service in Mediterranean and Home Fleets.

November 2, 1956: H.M.S. Dainty commissions for Service in Mediterranean and Home Fleets.

November, 1956: H.M.S. Morecambe Bay commissions for Service in West Indies.

December, 1956: H.M.S. Loch Fada commissions for Service in Persian Gulf.

FOR FOREIGN SERVICE

August 3, 1956: H.M.S. Newfoundland* recommissions at Singapore for Far East Station.

December, 1956: H.M.S. Comus recommissions at Singapore for Far East Station.

Note:—The ships' companies of the ships marked * have been completed.

PLYMOUTH COMMAND

July 4, 1956: H.M.S. Keppel.

July 12, 1956: H.M.S. Orestes.

July 17, 1956: H.M.S. Whitby.

July 24, 1956: H.M. Ships Pellew, Girdle Ness, Sal Victor.

Three-fifths of the complement of Ark Royal will be changed during the month.

BRITISH EMPIRE MEDAL FOR ROYAL MARINE'S COURAGE

WHEN AMBUSHED by terrorists in Cyprus, Marine David Gilbert Walker deliberately exposed himself to their fire to enable two wounded comrades to be moved to safety. In the "London Gazette" it is announced that he has been awarded the British Empire Medal (Military Division). The official citation states:

"On December 5th, 1955, Marine Walker was driving a vehicle, which was escorting an ambulance, on a mountain road near Troodos, Cyprus. As the vehicles rounded a corner, they were met by heavy and sustained small arms fire.

"Marine Walker's vehicle was hit and stopped, and as his four companions jumped out one was hit and fell. Marine Walker immediately took charge of the situation and with complete disregard for his own safety moved the wounded man to safety.

"He then returned the terrorists' fire and when two more Marines were wounded he again exposed himself in order to move them to a safe position. He continued to engage the terrorists single handed until another convoy arrived. By his courage and example Marine Walker prevented his party from being overrun and his bravery in rescuing three wounded men from exposed positions was of a high order."

Marine Walker, who is 22 years old, is serving a seven-year engagement in the Royal Marines, which he joined in September, 1951. He has been serving with 45 Commando since April of last year. His home is at Sprawston, Norwich.

SEE THE SHIPS

MEET THE MEN

NAVY DAYS

Portsmouth, Plymouth,
Chatham and Portland

AUGUST 4th - 6th

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(Delete as appropriate)

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Commence.....(Month)

Navy News

EDITOR

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Royal Naval Barracks, Portsmouth
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EDITORIAL

WITH THIS issue we welcome the expansion of NAVY NEWS to cover the Plymouth Command and the Reserve Fleet. News from the Royal Naval Barracks, Devonport, will be a feature of our Command news.

Ships of the United States Navy are visiting Portsmouth this week, and the Royal Navy is playing its part in providing hospitality. We are sure that this visit will help to deepen the understanding between our respective Navies and countries.

The Royal Navy contribution to the Royal Tournament at Earl's Court was an outstanding success; the convoy action presented by H.M.S. Vernon being an unusual and important item of the programme.

We congratulate the Home Air Command on winning the Field-Gun Competition, a detailed account of which is to be found on the centre page.

Presentation of Guards Flag to R.N.B. Portsmouth

ON JULY 13, 1956, Major-General W. A. F. L. Fox-Pitt, D.S.O., M.V.O., M.C., who commanded the 20th Guards Brigade at Boulogne in 1940, will present a flag to the Royal Naval Barracks, Portsmouth, to commemorate the part played by the officers and ratings of the ships, largely based on Portsmouth, who carried out the evacuation of the Brigade in the face of heavy opposition at that time.

The ships concerned were: H.M.S. Whitshed; H.M.S. Vimiera; H.M.S. Wild Swan; H.M.S. Venomous; H.M.S. Venetia; H.M.S. Verity and Vimy and it is hoped that some of the Captains, Officers and Ship's Companies will be able to attend, as will some of the survivors of the Irish and Welsh Guards who formed the 20th Guards Brigade.

The flag will be presented formally at a ceremony in the Royal Naval Barracks at 1500, during which General Fox-Pitt will inspect the parade and take the salute at the march past.

Officers and ratings who were serving in the ships concerned at the time will be very welcome if they would like to attend the ceremony and should apply to the Commodore's Secretary, R.N. Barracks, Portsmouth for further details.

Vice-Admiral Caspar John



VICE-ADMIRAL Caspar John, who in this year's birthday honours was created by the Queen a Knight Commander of the Bath, is one of the very few naval pilots to be so honoured. The son of Augustus John, O.M., R.A., the celebrated painter, he was born in 1903 in London and joined the Navy as a cadet in 1916.

He volunteered for flying as a young lieutenant in 1924 at a time when this took some courage, because the future of flying in the Navy was so uncertain; the Royal Air Force had not long been created and the squadrons which flew from carriers belonged then to "The Fleet Air Arm of the Royal Air Force," and only some of the pilots were naval officers. Thus it required a burning faith in the future importance of naval aviation for officers with any ambition to throw in their lot with it.

Research and Development

He has been actively connected on and off with naval flying ever since and has had much to do with the policy of research and development and production of naval aircraft both

in this country and in America, where he spent part of the last war getting the aircraft we needed from the United States on "lease lend" and studying American fighting techniques.

He commanded individual aircraft carriers between 1944 and 1947 and on promotion to Rear-Admiral in 1951 took command of the Third Aircraft Carrier Squadron of the Home Fleet.

In 1952 he became the Chief Naval Representative in the Ministry of Supply and was again in a position to bring to bear his ardent determination that the Navy should have the best possible aircraft that can be made.

With all this he has one or two cards up his sleeve in the way of specialised knowledge that no one would easily guess, and with his puckish good nature and his modesty he has endeared himself to all with whom he comes into close contact.

Now, as Flag Officer Air (Home), he directly commands more than one-seventh of all the officers and men in the Navy.

NATIONAL SAVINGS

Question 1.

IF, FOR any reason, I am unable to go to the Post Office when I wish to encash my savings certificates, what should I do?

Answer. A special form is available by means of which you may authorise another person to receive payment on your behalf. Application should be made to the P.O.S.D., Savings Certificate Division, Manor Gardens, London, N.7.

or If you are serving in one of H.M. Ships or establishments which carry out full P.O.S.B. business they may be cashed by your paying authority with interest due to date.

Question 2.

I have a few hundred pounds in my Post Office Savings Bank. Could you advise me how I might obtain a larger interest on this money?

Answer. There are several channels open to you whereby you could obtain a higher interest rate on your money:

(a) If you do not require a regular income from your savings the New Tenth issue National Savings Certificates which will be on sale on August 1, 1956, will give you interest of 4 3s. 11d. per cent. per year if held for the full seven years, and this interest is FREE OF INCOME TAX.

(b) The new 4 1/2 per cent. Defence Bond offers a good rate of interest and is State guaranteed (interest is paid to you on May 1 and November 1 each year). If you are in a low tax group this would be an excellent investment.

(c) The P.O.S.B. interest of 2 1/2 per cent. is now free of income tax for interest of up to £15 per year (the interest on a capital of £600) and is a good investment.

Question 3.

It is desired to encash some savings certificates recently given to my son, aged eight. Should he sign the application form himself?

Answer. Yes. Savings Certificates are repayable only on the written authority of the registered holder when he, or she, reaches the age of seven years.

Volunteering for Draft

EVERY MONTH a drafting forecast is published in the NAVY NEWS covering the commissioning programme for ships on Overseas Service over a period of about six months ahead. In response to this the Drafting Office receives large numbers of volunteers for particular Ships, Service, or Stations. This system will probably continue even when centralised drafting comes into force next year: and the purpose of this article is to show how a man can affect his own employment by volunteering—and the limitations which the facts of life impose on the Drafting Authority's natural desire to meet all requests.

The Method of Volunteering

The method is to submit a request, in the usual way, to your Divisional Officer; he passes it to the Captain's Office, and it travels on in the form of a Service Letter to the Commodore as Drafting Authority.

What can be Volunteered for?

There are few limits inside common sense which affect what can be asked for, but it is as well to let common sense be your guide. For instance, while Port Division drafting continues, a Portsmouth man who volunteers to go to a Devonport manned ship is much less likely to get his desires than a man who chooses a ship of his own Port Division commissioning, say, three or four months ahead. In the same way, whereas a man who asks for a draft "Overseas" will probably be satisfied, the man who volunteers for a "South Atlantic only" is less likely to get his way as there are only a few billets in that direction.

The Drafting Officers are strictly confined to the letter of a request. A man who volunteers for H.M.S. Modeste and cannot be accepted will not be taken as a volunteer for any other ship on similar Service—if he wishes to serve on the Far East Station or just "Overseas," he should say so.

The types of drafting service, with their sub-divisions, are:—

Overseas Service

Foreign Service—(Service at Sea on the Far East Station).

Local Foreign Service—(Service ashore Overseas or in certain ships based abroad. This service normally carries entitlement to free family passages, etc.).

General Service—(Service in seagoing ships which spend part of their commissions on Foreign Stations, other than the Far East Station, and the remainder as part of the Home Fleet).

U.K. Based Service

Port Service—(Service ashore in U.K. or in certain small ships working out of Home Ports).

Home Sea Service—(Service in ships of the Home Fleet other than those on General Service and in seagoing ships based on ports in the U.K.).

Examples:—

Here are examples of the wording of requests, using the important words "only" and "preference".

Sea Service—I would like to go to a seagoing ship anywhere in the world.

Overseas Service—I would like to go abroad anywhere—Foreign Service, Local Foreign Service, or General Service.

Foreign Service (preference Comus).—I would like to go on Foreign Seagoing Service preferably in H.M.S. Comus. I am not a volunteer for General Service.

Local Foreign Service (Malta only).—I would like an accompanied billet but in Malta only; I am not a volunteer for any other kind of Overseas Service.

General Service—I would like to go abroad but only in a General Service ship, not Local Foreign Service, not Foreign Sea Service.

Volunteer for H.M.S. Dainty.—I am keen to commission for H.M.S. Dainty but am not a volunteer for any other form of Service.

Port Service (near Birmingham).—I live in Birmingham and would like to go near there.

The Drafting Cycle

All men will, it is believed, know that a man's drafting cycle invariably consists of a period Overseas (that is, in a General Service Ship, in a Foreign Service Ship, or ashore on Local Foreign Service) followed by a period of U.K.-based Service. The U.K.-based Service always finishes with a spell of Port Service but Home Sea Service more often than not takes up a good portion of the U.K.-based Service. The periods spent in each portion of U.K.-based Service vary from Branch to Branch and Rate to Rate.

The Roster

On returning from Overseas Service a man enters the Overseas Roster—his point of entry being decided by roster date which is the date he returns to U.K. adjusted for the period he has spent Overseas. He gains further adjustment to the roster date by reason of Home Sea Service but, by and large, a man is pushed up the roster by men coming in after and below him until he reaches the top. When he gets to the top he is the next man to go Overseas and nothing (almost) can save him; he is bound to go unless he is due to leave the Service shortly, or has a cast-iron compassionate case, or is medically unfit. In making up the crew of a ship commissioning for Overseas Service, therefore, the Drafting Officer takes the top man for the rate, branch, and Specialist Qualification he needs. He then runs his eye down the roster to see if any one has volunteered for this specific duty being manned up and, provided that the Volunteer is not in a job from which he cannot be relieved, he takes the Volunteer in preference.

Volunteers for Overseas Service

Any man, therefore, not already drafted Overseas, can volunteer for specific Overseas duty. Applications should reach the Drafting Office several months before the commissioning date, because the new ships' companies are selected, and Draft Orders issued, from two to four months in advance.

Volunteers for Home Sea Draft

A man leaving Overseas Service can, effectively, volunteer for Home Sea Service, but men who are due for Overseas Service in the next few months could obviously not be accepted. Volunteers to extend a period of Home Sea Service until due for Overseas draft have recently been welcomed by A.F.O.

Volunteers for Port Service

Although most Port Service billets are in the Home Port Areas there are some, in all branches, in various parts of Northern Ireland, England, Scotland and Wales. In the apportionment of drafts away from the Home Ports to men coming in from Overseas or Home Sea Service ships, the following principles are worked to:—

- The small number of approved compassionate cases are given priority;
- Men who request to spend their Port Service in certain areas are considered next;
- Men whose next-of-kin are shown as in the general area are then considered. If there is no one who falls under (a), (b), and (c), then:
- The next available rating goes to the billet regardless of where his home is.

It is, therefore, worthwhile for every man to make sure that his next-of-kin information is up to date—and if he wants to serve in Portland although his next-of-kin are in Glasgow, to request "to serve next period Port Service in Portland Area."

Conclusion

A large number of us feel in drafting as in other matters "Never volunteer because if it does turn up I have no one else to blame," and one has great sympathy for the man who never volunteers but is prepared to take cheerfully whatever draft is ordered for him. But other people see the matter otherwise. Under centralised drafting fairly elaborate arrangements will be made to ensure that the Drafting Office knows a man's preference as regards Home Service Draft. In addition, the present informal arrangements encouraging ratings to volunteer for special Ships, Service, or Stations, will continue; and the above advice should make it possible for the Drafting Office to make a satisfied customer or two.

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United States Midshipmen's Cruise 1956

Tuesday, July 3: Arrival of U.S.S. Iowa, New Jersey, J. P. Kennedy, Johnson, Perry and C. R. Ware. New Jersey will anchor at Spithead; remaining ships will be berthed alongside.

Friday, July 6: U.S. ships alongside open to visitors, 1330 to 1530.

Saturday, July 7: Exhibition baseball match, U.S.S. Iowa v. U.S.S. New Jersey, at Privett Park Enclosure, Gosport, 1330 to 1600.

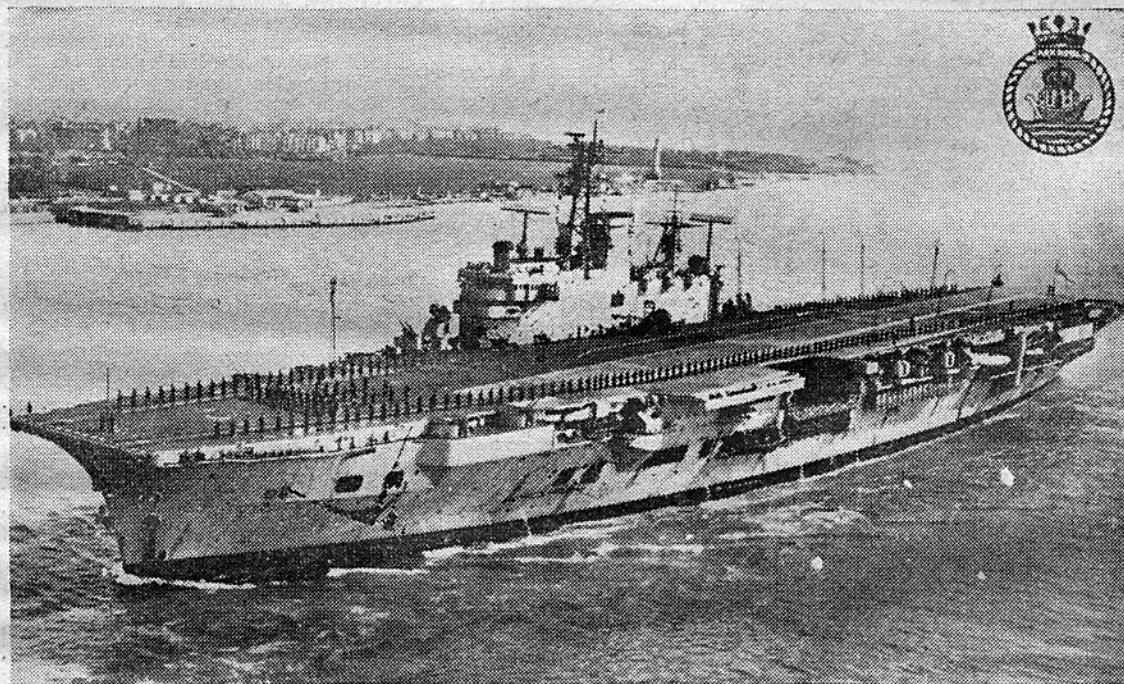
Sunday, July 8: U.S. ships alongside open to visitors.

Monday, July 9: U.S. Navy children's party in U.S.S. New Jersey, U.S.S. J. P. Kennedy, U.S.S. Johnson and U.S.S. Perry. Exhibition baseball match, U.S.S. Iowa v. U.S.S. New Jersey, at Portsmouth.

Tuesday, July 10: U.S. Squadron sails, 1425 hrs.

SHIPS OF THE ROYAL NAVY

No. 10—H.M.S. ARK ROYAL



SHIPS OF the same name. First Ark Royal was built by R. Chapman, Esq., at Deptford for Sir Walter Raleigh and bought for the Crown in January, 1587. She was commissioned as the Flagship of Lord Howard of Effingham and took a leading part in the destruction of the Armada. She served periodically as a Flagship until she was wrecked in 1636.

The second Ark Royal was a sea-plane carrier, built at Blythe and commissioned in December, 1914. Her displacement was 6,900 tons. She was being built as a merchant vessel when purchased for the Royal Navy as the first large sea-plane carrier. She was renamed Pegasus in December, 1934, following the Admiralty announcement that the aircraft carrier of the 1934 programme would be named Ark Royal. Having served throughout the Second World War, Pegasus (ex-Ark Royal) was sold in 1946.

The third Ark Royal, built by Messrs. Cammell Laird & Co. Ltd., at Birkenhead, was launched in April, 1937, by Lady Maude Hoare, wife of the then First Lord of the Admiralty.

Commissioned on November 16, 1938, few names revive such memories of battle hazard and fighting efficiency and glorious achievement as the Ark Royal. The Nazis decried and feared the name; Englishmen regarded it as a symbol of their defiance, and when, battle well fought, the aircraft carrier of this name slipped silently into the waters of the Mediterranean in sight of Gibraltar men said it would not be long before the name was again proudly handed down to another fighting ship.

After taking part in many successful operations, including the great action which ended in the sinking of the Bismarck, the third Ark Royal sank on November 14, 1941, after having been torpedoed.

The fourth and present Ark Royal was launched on May 3, 1950, at Cammell Laird's yard at Birkenhead by Her Majesty Queen Elizabeth The Queen Mother. The ship's displacement is 36,700 tons, with an over-all length of 810 feet.

All the lessons learnt at sea in the Second World War were embodied in

the planning and construction of this great fighting airfield. Cammell Laird manufactured the main machinery, which consists of a four-shaft arrangement of geared turbines of the latest type, which gives the ship a high speed and ensures that degree of special mobility which is required in an aircraft carrier. Several thousand tons of oil-fuel, etc., are carried, being stored in several groups of tanks dispersed throughout the ship in such a manner to reduce the risk of fire to a minimum.

The electrical generating plant is so arranged that heavy damage should not incapacitate all units at one time. When in full operation, the equivalent of a small town can be efficiently supplied by the generators.

The armament of the ship includes 16 4.5 in. guns and 57 other guns.

Large dining-halls are supplied from galleys containing the most up-to-date machinery and electric cooking equipment.

The ship is fitted with the most modern radar and wireless telegraph

(Continued on page 6)

Royal and Dominion Naval Men at Burma Reunion

A SPECIAL block of seats was reserved for Royal and Dominion Naval Personnel at the Burma Reunion in the Royal Albert Hall on June 8.

A message of Greetings from Her Majesty was read by Admiral Sir Arthur J. Power, who is a Vice-President of the Burma Star Association.

General Sir Robert Mansergh (Chairman of the Association) welcomed the guests and all present. Sir Anthony Eden replied for the Guests, stressing the importance of keeping up and stimulating in this country, the spirit of comradeship and loyalty, which had existed amongst all who served in the Burma Campaign.

It was known by those at the Reunion that the Prime Minister had lost his son in Burma. He said he could

think of nothing like their Campaign in the past, and, for that reason, it would be recorded for all time in history. The Japanese advance could not have been stopped if it had not been for the co-operation of all who served against them.

Other Guests of Honour included His Excellency the Burmese Ambassador and representatives of the Dominion and Colonial Services.

The entertainments, which followed, were very popular and some of the artistes who performed were those who had entertained during the campaign in Burma.

When the entertainments were concluded, there were many personal reunions in the various bars allocated to the individual Services and for the various operations in the Campaign.

See page 16 for Classified Advertisements

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Tribulations of an Editor

ON THIS page in our June issue we featured an article which stated that H.M.S. Kenya was the first cruiser to visit Tristan da Cunha since 1937. How wrong we were!

Letters from Chief Petty Officer Dunn, R.N. Air Station, Brawdy, who visited Tristan in the Birmingham in 1941, R.P.O. Windust, Victoria Barracks, Southsea, who was also in the Birmingham, and S. Moyan, who visited the island in H.M.S. Cumberland in 1940 and 1941 are among those who pointed out our error.

We must point out, however, in self-justification although not in excuse, that our information came from the Admiralty, a source usually so reliable.

We are grateful to those who have taken the trouble to write to us on this subject—it shows how thoroughly our paper is read.

PEMBROKE HOUSE

IT MAY not be widely known as it should, that the maintenance of Pembroke House as a Home for elderly ex-Naval men is one of the many activities of the Royal Naval Benevolent Trust.

The Home, which stands in some three acres of pleasant lawn and garden, is situated in Gillingham, near Chatham. It has accommodation for up to thirty-eight elderly men who have no other suitable home or have no one able to give them the care and attention they need.

Residents are expected to contribute towards their keep, provided such contribution leaves them with at least 16s. a week spending money. Essential items of clothing and all other necessities are provided free and, with the help of the Welfare Committees of local Shore Establishments, much is done to add to their comfort and contentment. Concerts and drives in the country and to the seaside are

arranged and every endeavour is made to provide outside interests.

The staff includes a Matron and Deputy Matron, both of whom are State Registered Nurses, and six Male Attendants.

The Home is managed by a Committee of six serving and eight ex-serving Naval men elected by the Chatham Committee of the Trust, and has a reputation for the high standard of care and comfort that has been attained.

RESERVE FLEET

Plymouth Group

FEW READERS will have missed the paragraph in the national Press announcing the forthcoming production of a film on the escape of the Amethyst from the Communists down the river Yangtze Kiang in 1949.

Amethyst, at present in the Reserve Fleet at Plymouth, is no "ship that died of shame," but eagerly awaits the chance to re-enact her old role.

We are assured of authenticity of detail for the Technical Adviser to the film company is to be none other than Commander J. S. Kerans, D.S.O., who commanded Amethyst at the time of her daring exploit and for which he was promoted and received the D.S.O.

The Reserve Fleet has a double interest in this film as F.O.C.R.F. himself, when Capt. P. G. L. Cazalet, D.S.O., D.S.C., was in command of the cruiser London in the Yangtze in April, 1949, and was awarded the bar to his D.S.O. in November of that year for his attempt under the heavy fire of the Communists to reach the Amethyst.

Commander Kerans' part in the film will be played by Richard Todd and the production will be in the hands of Sir Herbert Wilcox.

Shooting begins in August, we hear.

SHIPS OF THE ROYAL NAVY

No. 10—H.M.S. ARK ROYAL

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W.R.N.S. NOTES

H.M.S. MERCURY
ON TUESDAY, June 12, H.M.S. Mercury was greatly honoured with a visit by Her Royal Highness the Duchess of Kent, who is Chief Commandant of the Women's Royal Naval Service.

Her Royal Highness, who was accompanied by her Lady-in-Waiting, Lady Rachel Davidson, arrived shortly after 11.30 a.m. in a helicopter of the Queen's Flight and was greeted by Admiral of the Fleet Sir George

Entry Wrens and W.R.N.V.Rs. undergoing training in practical operating, in which she was most interested. After visiting the Pay Office and further classrooms the Duchess was shown a representative section of the W.R.N.S. Quarters and in the Trainee Wrens' Recreation Room she inspected a fine display of Handicrafts done by the Wrens and presented awards for the best exhibits. She appeared most impressed by the quality and quantity of the display and personally



Creasy (Commander-in-Chief Portsmouth); Captain A. H. C. Gordon-Lennox (Commanding Officer H.M.S. Mercury); Commander I. F. Somerville (Executive Officer H.M.S. Mercury); Chief Officer M. A. P. Cook, W.R.N.S. (Senior W.R.N.S. Officer, Portsmouth Command); and First Officer J. C. Sutton, W.R.N.S. (Officer-in-Charge, W.R.N.S. H.M.S. Mercury).

Parade of Ship's Company

At a parade of the Ship's Company Her Royal Highness first inspected the Royal Guard, formed of New Entry Telegraphists, who paraded the Queen's Colour of the Portsmouth Command. This was the first occasion on which the Colour, which the Duchess herself had presented at the Royal Naval Barracks, Portsmouth, in May 1952, had been paraded in H.M.S. Mercury. She then inspected four platoons of Wrens, including twenty-six W.R.N.V.R. ratings undergoing their annual training in the Establishment, and the rest of the Ship's Company, stopping to talk to a number of them, including Petty Officer Wren I. I. Jeffery, of Dalkeith, whose British Empire Medal and Long Service Medal caught her attention. On completion of the inspection she took the salute at the March Past. The Commander-in-Chief's Royal Marine Band played throughout.

On conclusion of the March Past, Heads of Departments and W.R.N.S. Officers were presented and the Duchess then attended a small party given by the W.R.N.S. Officers, followed by luncheon with the Captain, where those present included Lady Creasy and Mrs. Gordon-Lennox. During the luncheon the Commander-in-Chief's Band played selections.

H.R.H. Tour

In the afternoon Her Royal Highness made a short tour which included the W.R.N.S. Quarters and offices and classrooms with Wrens at work and under instruction. First she visited the Teleprinter Classrooms and saw New

complimented the prizewinners.

The winners of the awards were:—Best Exhibit, Chief Wren M. E. Gould; Knitting, Chief Wren J. M. Hoy; Embroidery, Wren M. T. Reid; Children's Wear, Leading Wren D. Draper; Dressmaking, Third Officer J. Littlewood, W.R.N.S.; Crafts and Toys, Petty Officer Wren M. A. R. Simpson. The Duchess concluded her tour by visiting the Wardroom, where she saw the W.R.N.S. Stewards (O) and further accommodation, including the W.R.N.S. Sick Bay where, perhaps fortunately, there were no patients.

At 3 p.m., after saying good-bye, Her Royal Highness left by helicopter and so ended a very memorable occasion for H.M.S. Mercury.

H.M.S. VICTORY

The W.R.A.C. Staff College visited Portsmouth on Tuesday, June 5. They were entertained to lunch in the Duchess of Kent Wardroom.

Third Officer R. West left Duchess of Kent Barracks on June 9 for H.M.S. Nuthatch. She has served as Junior Quarters Officer for nine months, and takes our best wishes with her to her new job. She has been relieved by Third Officer H. Ritchie who has come from H.M.S. Heron.

Third Officer Rigby left on June 9 for Lee-on-Solent to do the Safety Equipment Course. She has served for a year as Divisional and Sports Officer in Royal Naval Barracks and takes our best wishes with her. In her place we welcome Third Officer Hodges who has come from R.A.F., Nuneham Park.

Second Officers Eunson and Rigby had the honour to be present on the occasion of Her Royal Highness the Duchess of Kent's visit to H.M.S. Mercury on Tuesday, June 12.

H.M.S. VERNON

Chief Wren E. M. Ellis, Steward (O), of H.M.S. Vernon, was formally presented with her Long Service and Good Conduct Medal at Divisions on Friday, May 25, by the Commanding Officer, Captain John Grant, D.S.O.,

R.N. The presentation was witnessed by Chief Officer M. A. P. Cook, W.R.N.S., Senior W.R.N.S. Officer, Portsmouth. Chief Wren Ellis's parents, brother and sister-in-law, and her nephew and niece were on the parade ground to see her receive her medal.

H.M.S. EXCELLENT

It may not be known outside Whale Island that, as a result of a battle on June 1, 1794, there has been a close liaison between Whale Island and the Queen's Royal Regiment. This association is celebrated annually in June either at the Regiment's Headquarters or Whale Island. This year the celebration took place in Whale Island, on Saturday, June 2. Wrens in the Unit helped to look after the soldiers, and took them to see the various sporting activities, around the harbour boat trip, and ended a very enjoyable day with a dance.

Four Wrens from this Unit took part in both H.M.S. Collingwood's and H.M.S. Vernon's W.R.N.S. Relay Race at their respective Sports Days.

H.M.S. COLLINGWOOD

The Long Service and Good Conduct Medal has been presented to Petty Officer Wren M. Humphrey, Steward (O), of H.M.S. Collingwood.

We had a practical demonstration on make-up from a Beauty Counsellor on Thursday, May 24. This was most enjoyable.

Sports Day was held on Tuesday, June 12. Members of the W.R.N.S. Unit were well represented in the Ladies' Events.

R.M. BARRACKS, EASTNEY

Wren R. J. Harvey will be taking part in the Portsmouth Command Swimming Championships.

PORTSMOUTH NAVY DAYS

The W.R.N.S. will contribute to the Arena Display with an exhibition of European Folk Dancing in national costume. Approximately 40 Wrens will take part, trained by Second Officer M. Morris of H.M.S. Collingwood.

New premises have been acquired for the W.R.N.S. Navy Days Display. The new site is many times bigger than the usual boatshed, and is right on the main Dockyard roadway. (Everything will be much more in the public eye—so we hope that Wrens will surpass themselves in their contributions to the Exhibition. No reticence please—everything will be most gratefully received!) While there will be the "traditional" handicrafts, the Display has been extended to cover wider aspects of Service life, with some topical and technical items.

A Flower Arrangement competition will be held, and the entries displayed to decorate the W.R.N.S. Exhibition. A special attraction will be a display of the dolls dressed in the competition in aid of the King George's Fund for Sailors.

DOLL-DRESSING COMPETITION FOR KING GEORGE'S FUND FOR SAILORS

A doll-dressing competition in aid of the King George's Fund for Sailors is being held in July. The dolls are being provided free by the K.G.V. Committee, and competitors will provide materials for dressing the dolls. Prizes will be given for the best-dressed doll in the following classes:—(a) Hand made; (b) Machine made; (c) Knitted; in addition there will be a special prize for the best entry from the W.R.N.S.

Dolls have now been distributed to all units; anyone living at Duchess of Kent Barracks should contact the P.O. Wren Education at the Handicrafts

Friendly Wives

SOUTHSEA BRANCH

AT THEIR meeting on June 11, the Southsea Branch, R.N.F.U.S.W., enjoyed a most interesting and instructive talk on "Textiles and Materials" by Mr. Bryan Bulpitt. In these days of so many chemically made fabrics this is a very extensive subject, but despite a limited time Mr. Bulpitt gave a most comprehensive and entertaining discourse.

On June 13, 66 members set off at the early hour of 7.30 a.m. on a day's trip to Canterbury. After a short stop at Horsham for morning coffee the coaches proceeded by way of East Grinstead and Maidstone, arriving at Canterbury in time for lunch. The two and a half hours spent here went by only too quickly, the members occupying themselves by visiting the Cathedral, the Old Weavers' House, and various other places of interest. On the return trip there was an hour's stop at Tunbridge Wells for tea, and several members were seen drinking the waters—we hope their health has benefited. We arrived back in Portsmouth about 10.30 p.m. after a long but enjoyable day.

VERNON BRANCH

THE H.M.S. Vernon Branch outing on Wednesday, June 6, was very much enjoyed by the 27 members who attended. This year the outing was to Peek Frean's Biscuit Factory at Bermondsey where, after stops en route for coffee and lunch, the party was received by Captain Robertson, once Captain of H.M.S. Vernon, who is now with the firm. The tour of the factory was most interesting and instructive, with plenty of biscuits to taste on the way, and afterwards we were entertained to tea with charming guides acting as hostesses.

On leaving, each member was given a parcel containing assorted biscuits and a minute Christmas pudding which was quite a novelty.

It was fortunate that the weather was so kind to us and that both the journeys to and from were accomplished without rain. The sweepstake on the Derby organised by Mrs. Riley provided interest and amusement and Mrs. Bartlett's idea of a raffle to provide the driver's gratuity was a popular success.

General Meeting

A General Meeting was held in the Wardroom Annex, H.M.S. Vernon, on Wednesday June 13, at 2.15 p.m. In the absence through illness of Mrs. J. Grant, the Chairman, the meeting was presided over by the Vice-Chairman, Mrs. H. Wilkin.

Mrs. Wilkin welcomed new members and made various announcements before starting the serious business of the afternoon, the election of the new Committee. The attendance was good and the response to the request for nominations showed a keen interest in the working of the Branch.

Those elected were, Mesdames Marchant, Brewer, Ball, Vicary, Bird,

Buck, Riley, Vass, Loftus and Saunders.

Tea was most efficiently served by Mrs. Buck and helpers in the absence of Mrs. Marchant and other regular members of the Tea Committee who were attending the Royal Tournament.

A box of new-laid eggs given and raffled by Mrs. Brewer was won by Mr. Wilkin who has looked after the domestic arrangements for our meetings for so long that he is almost an "Honorary Member."

We are very grateful to Wren Higgs for looking after members' children so capably in the Guest Room.

Future Events

The Annual Garden Party will be held on the Ward Room Lawn, H.M.S. Vernon, by kind permission of Capt. J. Grant, D.S.O., R.N., on Wednesday, July 11, at 2.15 p.m. Members may invite two adult guests and their children. We hope for fine weather for this but alternative arrangements will be made in the cinema in case of bad weather.

Sewing Meetings will be held in the Wardroom Annex on July 4 and 18 at 2.15 p.m.

Meeting Date

This month our meeting on July 9 will take the form of a Garden Party, which is being held by kind permission of the officers in the Wardroom Gardens, Royal Naval Barracks.

Details of meetings and any information on membership can be obtained from the Hon. Secretary, 28 Grant Road, Farlington. Telephone 78081.

NORTH END BRANCH

OUR MEETING was held at the Fisher Hall, Whale Island, on Tuesday, June 5. Mrs. R. Casement presided. We had a demonstration on "The Care and Styling of Hair" which was much appreciated. Mrs. Barrett gave a vote of thanks to the demonstrators and models. The Raffle was run by Mrs. Marchmont and was for flowers, eggs, soap, and a butter cooler.

Mrs. Moss has consented to be our branch representative on the Central Committee in Portsmouth, and also this year at the London Central Committee Meeting held at Admiralty House, Whitehall, in September.

Our annual outing was held on Tuesday, June 12, and was a great success. A coach load of members went to Eastbourne, having had lunch at Newhaven on the way. On the return journey they had supper at Lewes.

The next meeting of the branch will be a garden party with the usual sports and sideshows, which will be held at the Wallaby Gardens, Whale Island, from 3.30 to 5.30 on Tuesday, July 3. Mrs. Burnett, who is Vice-President of the Friendly Wives in the Portsmouth area, has kindly consented to give away the prizes.

Joan of Arc Celebrations

H.M. MINESWEEPERS Jewel and Acute arrived at Rouen on June 22 for a four-day visit which coincided with the quinqucentenary celebrations of Joan of Arc.

The celebrations were attended by the President of France, and contingents of officers and men from H.M. Ships Jewel and Acute took part in a military parade.

H.M.S. Jewel is commanded by Cmdr. T. H. P. Wilson, R.N., and H.M.S. Acute by Lieut.-Cmdr. R. Y. Gleadowe, R.N.

VICTORY GALA DAY FLOWER, FRUIT, PRODUCE AND HANDICRAFTS COMPETITIONS

FLOWER, fruit, produce and handicrafts competitions will be held in the Royal Naval Barracks, Portsmouth, as part of the programme for Victory Gala Day, on Wednesday, July 18. All ratings serving in Barracks on that day and their immediate families are eligible to compete. Attractive prizes and certificates of commendation will be awarded to winners and runners-up.

If you are interested and want further particulars, get in touch with Home Group Office, R.N. Barracks, Portsmouth (Tel. Dockyard 2573), either direct or through your Divisional Officer.



Officer, chief petty officer and petty officer Wrens of H.M.S. Collingwood

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Naval Traders' Association

Have YOU a personal problem . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Housing on Discharge from the Service

WOULD YOU please help me on the matter of housing after I leave the R.N. in April, 1957.

We have our names down on two housing lists, one at Northampton and one at Sunbury in Middlesex; I lived in Northampton until I was twenty years of age and on marrying I lived with my wife's parents in Middlesex, but we put our name down for Northampton, but were told a year or so later that we would have to wait until everyone else who lived in the Borough had been accommodated, which means that we will never get a house for at least another five years, although we have had our names down for over four years now.

At Sunbury (my wife's former home) we were told we would have to wait at least five years again.

And to make things worse, we had to fill in fresh application forms after we moved into Admiralty Married Quarters here a year ago, and so both councils now say that we are settled and will have to go to the bottom of their lists, so when I leave the Navy next year we will have nowhere to go with our two children.

I have written to my M.P. about this but he said that there was nothing he could do.

Surely someone realises the position we are in.

I seem to remember an A.F.O. a year or so ago referring to R.N. and other Service men being able to get a council house on leaving the Forces. Could you advise me on this matter, please, as I would be very relieved to know that we may have a place to go to next year.

I enclose a stamped addressed envelope hoping to hear from you in the very near future.

Answer: With reference to your letter of May 15, I have gone very carefully into the position regarding service personnel on local housing lists. A.F.O.2066/53—which has not been reissued—did promulgate the general line adopted by local authorities, but what you have overlooked is the residential clause which most councils require before considering applications for houses.

I understand average waiting time on council lists if living in the area, is some three years. If non-resident it is usually longer. Some councils even consider acceptance of M.Q.s. as an indication that the family is suited, and remove the applicant from their waiting list.

Local councils generally do treat service personnel as fairly as their local civilians, but they are seldom prepared to give priority to service folk.

I am very sorry, but there seems to be nothing that can be done to help you as in this question you are entirely in the hands of the local councils, but I suggest that you should decide which area you wish to live in, cancel your name on the other list, and personally visit the Housing authorities at the town where you intend to live and try to get satisfaction from them.

Puzzlers !!

I HAVE for a long time been trying to puzzle out the answers to various questions relating to the service, and not being able to get an adequate answer out of this station; I wonder if you could help me?

These are the following questions to which I'd very much like an answer:

1. Is it at all feasible to try and find out where one's next draft will be after coming home off a foreign commission before one actually leaves the station as I rather want to pur-

chase a house, and it would be rather unwise to buy one in London if my next draft takes me to Scotland?

2. This is an "accompanied draft" ship, but due to the amount of time we do away from Malta, several of us in the mess have not brought our wives out here, and so we will be doing just the 18 months instead of the 2½ years. Please could you tell us in this case how many days leave per month we are entitled to for our Foreign Service Leave?

3. Whilst serving in my last ship, an inshore minesweeper, a Commander (E) from Admiralty paid me a visit, and in the course of conversation said that Admiralty was planning to get P.O.M.(E)'s with Internal Combustion Engines qualifications permanently attached to this type of craft instead of being shuttled backwards and forwards between ships driven by steam and ones driven by I.C.E. Being far more interested in I.C.E. engines, I wonder if this planning has come to anything, and if so will preference be given to people who have spent much time in the I.C.E. driven ships who still want to serve in them, and can one volunteer for such drafts?

4. Having completed one foreign service commission, how long is it roughly before the next one comes round.

I realise that these are all rather difficult questions, and the final one I'd like to ask is:

5. Will the Admiralty ever review their rules about station leave from Malta? One can fly to many countries, but not to England. The Navy in Malta can't get home on station leave yet the Army and Air Force personnel can, and even in Cyprus, with all the trouble they have had there, Army and R.A.F. people were allowed to fly home for Christmas leave last year!

I do so hope that you can help me on these questions, and I would be grateful for any light you may be able to throw on them.

Answer: I will reply individually to the paragraph in your letter of May 20:

1. This may be possible when centralized drafting starts in about May next year. At present it is only possible to say the type of service for which a man is due. In your case it will be Home Sea Service. You should volunteer now for service in a ship based on a particular area (e.g. Portsmouth, Clyde, Portland, etc.), when next due for Home Sea Service. I understand that you would have a very good chance of getting Portsmouth should you so wish.

2. Foreign Service Leave scale for you is 2 days per month.

3. At present all engineering ratings qualified in I.C.E., with the exception of specially trained National Service ratings, are liable to serve in steam ships. A request from you to serve in an I.C.E. vessel when next due for sea has an even chance of being granted.

4. This is an exceedingly difficult question to answer. The time depends, among other things, on the period spent outside U.K. waters during the last spell of Overseas Service and the period spent in Home Sea Service after return to the U.K. In general a Portsmouth P.O.M.(E) should at present expect at least two years home service between successive overseas billets.

5. This is a policy question and I am endeavouring to obtain the answer for you. You must not, however, overlook the point that Army and R.A.F. personnel are liable to serve abroad for much longer periods than the Navy.

Book Reviews

"THE MASTER DIVER AND UNDERWATER SPORTSMAN"

by T. A. Hampton

THIS BOOK is ably written, and the author has obviously had a wide experience of all forms of underwater work and diving. To fully appreciate its finer points and to understand the diagrams a good basic knowledge and some experience of underwater problems is necessary. Some of the data given in it are to be found in fuller detail in Siebe Gorman's "Deep Diving Manual," a book published in limited numbers only, and sold privately to professional divers.

The diagrams are rather small, as for example the demand valve which I think should have been pictured and described in much more detail.

There are several statements made by the author with which I don't agree. For example, see page 51. In obtaining oxygen from garages and engineering works, one is taking a risk in its percentage purity, which is most important.

See page 102. In anchoring boats by means of shots and ballast even boats of under four tons will tend to drag unless shot is backed up by a small anchor.

These are only minor points, however, and in summing up, I think the book should prove to be a worthwhile buy for the many members of underwater clubs throughout the country. To become a standard work however, much more detail would have to be given and the errors mentioned eradicated.

H.M.S. VERNON. 1930-1955. Cdr. E D. Webb, R.N. Price 12/6.

"HAVE YOU read any good books lately?" is always a good gambit for changing an embarrassing conversation, but in the case of the book under review, the answer is simple. This is a good book by any standards; the publishers have done themselves credit and provided a book which will look well on any bookshelf, covered in blue cloth with Vernon's crest in gold, well "laced" with very good photographs and printed on the best paper, it is well worth the money.

History books too often become bogged down with facts and figures and lack the "human element," this is a pity because history is formed by the "human element" and the fact that a certain action was taken on a certain date is surely of less importance than the fact that the action was taken. Cdr. Webb has avoided this and has based his book on the personal recollections of many contributors "from Admiral of the Fleet to Pensioners."

The book covers the period 1930 to 1955, an extremely important period in the life of this establishment embracing the period between the wars, the Second World War itself and the formation of the T.A.S. branch. There is little doubt but that even members of the "family" will find in these pages much information which will be new to them, the birth of the M.T.B., its growth and divorce from its parent, the fact that the first Naval decorations of the war were bestowed on members of Vernon, these are but a few of a vast number of highly interesting episodes.

If the book tends to accentuate the mining and mine countermeasures activities of the war years it is, as the author points out, because they went so far to shorten, if not to win, the war, and as far as we are concerned it is of great interest to read Vernon's account after all that we have read from other sources.

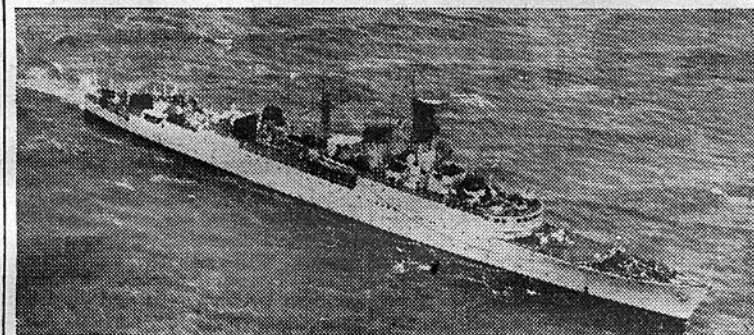
The account of the bombing of Portsmouth, the damage to Vernon and the subsequent dispersal of departments over the countryside of Britain, notably Roedean Girl's School, brings vivid recollections of those dark days and the enormous administrative problems that followed in its wake. The author's humour relieves the grimness of this part of his story but in no way detracts from the courage and grim determination shown by the actors in this scene. This is a story well worth the telling and well told; the survival of this famous establishment is well exemplified in its motto, "Vernon Always Lives."

The book is on sale from the Ward Room Mess Office, H.M.S. Vernon, and I repeat, it is well worth the money. It is a book that should appear in the private library of everyone who is, or has been, connected with Vernon, and is of great interest to all who go down to the sea in ships... a notable contribution to the Service.

'SATURDAY NIGHT OUT'

EARLY THIS year the B.B.C. Television Service asked the Admiralty if a submarine and a destroyer could be provided for a television broadcast using, for the first time, a new miniature TV camera, and during which it was hoped to transmit vision and sound from a submarine while she was actually submerged—a thing never before attempted.

equipment that only two people (the Producer, Nicholas Crocker, and his assistant) could get in. TV cameras were sited on the starboard side of the enclosed bridge, immediately above it, and abreast the 4-inch mounting aft; aerials, cables and electrical gear of every conceivable kind were strewn around in a most lavish and apparently haphazard way.



H.M.S. Grenville

The Captain (D.), Second Training Squadron, was asked to provide the ship, and nominated Grenville. The submarine chosen was Tapir.

This broadcast turned out to be not only one of the most ambitious ever attempted, but, by the grace of God, one of the most successful also.

No Easy Task

The vision and sound from Tapir had to be transmitted to Grenville for re-transmission by more powerful sets to a receiving station at St. Catherine's Point some seven miles away. These were then forwarded to the B.B.C. television station at Rowridge near the centre of the Isle of Wight, and went by land-line thence to London. This meant that directional aerials in Grenville had to be kept trained in the direction of Tapir and St. Catherine's Point throughout the broadcast—no easy task in a ship which was under helm most of the time.

The scene in Grenville on the day of the broadcast can best be described as one of highly organised chaos. The sick bay was so full of

The none-too-hopefully said "It will be all right for the broadcast—it always is" by Richard Dimbleby was taken by most of us as pure wishful thinking!

But strange and unexpected things do indeed happen at sea, and when we were on the air at 2000, the pictures from Tapir were clearer and better than they had been in any of the tests; the programme went without a hitch—and all the hard work in Grenville and Tapir seemed to have been more than worth while; and we learned later that the First Lord had written to the Commander-in-Chief, Portsmouth, that he had heard nothing but praise for the programme.

It is a remarkable thing, really, when you come to think of it, that viewers in Belgium, France and the British Isles could actually see what the Captain of a submarine submerged in the English Channel was seeing through his attack periscope at the time he was carrying out his attack on a surface ship—full marks to the B.B.C.!

UNITED KINGDOM

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A.E.R.E. HARWELL

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SKILLED CRAFTSMEN are required for a variety of duties including the manufacture of prototypes and special equipment or the maintenance of highly complex plant, in well equipped workshops with up-to-date machine tools.

PRECISION and MAINTENANCE FITTERS and TURNERS, INSTRUMENT MECHANICS (ELECTRICAL, ELECTRONIC and MECHANICAL) particularly required, but vacancies in other trades arise from time to time.

Applications are especially invited from men in the following classes who are due to be released later this year:

ENGINE ROOM ARTIFICERS

ELECTRICAL ARTIFICERS

RADIO ELECTRICAL ARTIFICERS

ORDNANCE ARTIFICERS

RADIO ELECTRICIANS

ELECTRICAL/MECHANICAL MECHANICIANS

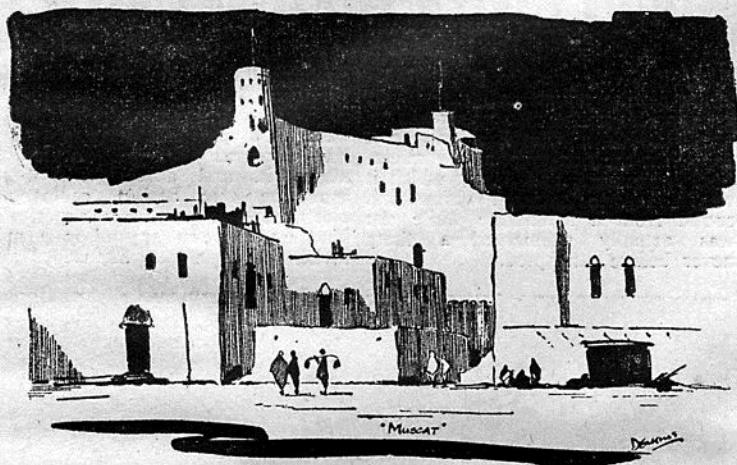
Applications should be sent to Industrial Recruitment Officer, A.E.R.E. Harwell, Didcot, Berks, or anyone requiring more information should send for a copy of the booklet, "A CAREER IN ATOMIC ENERGY," which sets out some of the conditions of employment at Harwell.

'NAVY NEWS'

See page 16

Classifieds that bring results

TRAMPS ABROAD



"IT WOULD be appreciated if you could have your article for next month's NAVY NEWS in the Editor's office by the 21st." Such a polite note! He even called me his "Dear George." Thus encouraged, I thrust my hand into a pile of sketches and extract at random a somewhat tattered sheet. In the top right hand corner is scrawled "Muscat," so "Muscat" it must be.

Dear Reader, if you want to be bored to tears, then read on. After all, I'm not paid for doing this, and I'll not be reprimanded if our esteemed Editor finds no corner for my ramblings in the News.

"And keep it short," he growled over the 'phone, for my last article was spread over two months.

But how easy it is to ramble on! Even as I write, a small boy pushed his head into my cabin and yells "Mum! here's Nelson." A sudden stampede and a dozen tousled heads appear like stacked wine casks in the doorway. "Grrr," I rumble, and they hurriedly join their guide *en route* for Nelson's cabin on the next deck.

Distant Memories

Muscat is the Capital and Principal port of the Independent Sultanate of Muscat and Oman. Not a bad sentence that, almost worthy of the *Manchester Guardian*, but if you want more, may I suggest you go straight to the nearest reference library and look up the encyclopedia

under "M"? No extravaganza of description here, my hands have been tied, vivid memories appear over the opaque wall of my consciousness (Mark Twain, unquote). Muscat is enclosed by high hills and land communication with the rest of Arabia can only be maintained via Matrah, about five miles distant.

The two hills commanding the entrance to the small bay of Muscat are patterned with the white painted names of hundreds of ships which have visited the port during the past fifty or sixty years. One can visualise the risk to life and limb of the sailors who have hung perilously over the cliff edge searching for a smooth area of gray red rock, paint pot tied to waist and hands grimly clutching rope and brush.

The Chief "Buffer" managed ours with the assistance of a dozen stalwarts. The rock face looked like a bird sanctuary by the time he had finished. It had cost the Commander six months supply of white flattening, and the whole party had claimed new overalls on completion, without success however!

The high walls which surround the city are studded with fortresses, one of which I show in my sketch. It is in such a fortress that one is placed for the night if found after sunset without a candle lantern. The Naval Stores were ransacked in order to send twenty officers off to the local club's cocktail party, all very natty in mess undress and armed with lanterns, they manned the boat from the port gangway, little lights twinkling in a line, the strains of the song of the seven dwarfs "We dig dig dig" came from the laughing songsters and the accordion player on the boatdeck.

It was well after "Pipe Down" when their boat was seen returning, but the accordionist was waiting to welcome them back, a couple of messmates keeping an eye on the "Jaunty's" office in the meantime.

The people live largely on dates and unleavened bread, no utensils are used, food being conveyed to the mouth by hand. Coffee, unsweetened and bitter, is drunk from small cups without handles.

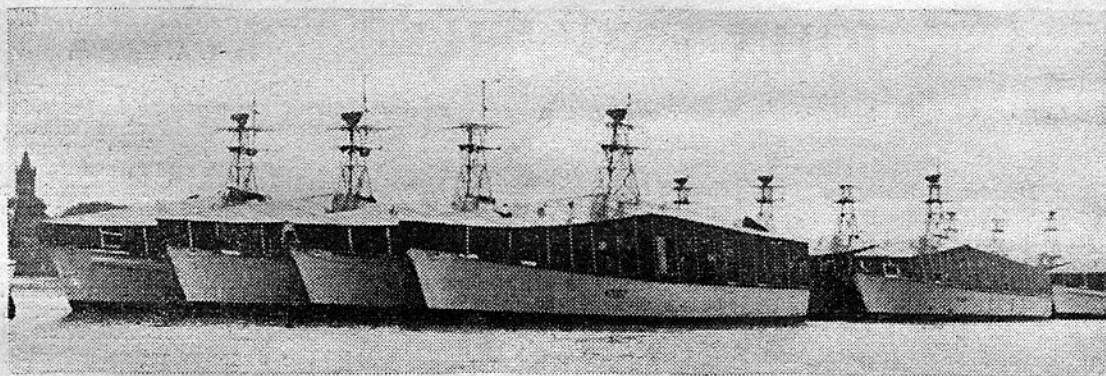
Cigarette Smoking

Cigarette smoking is not permitted in the streets, and sailors when ashore prefer not to offend public taste but wait until they are clear of the town before smoking.

The people are strict Mohammedans, hospitable and courteous. The men wear long arab gowns and the women clothe themselves in black, their faces covered in vizors.

The local "soccer" team, playing in bare feet, defeated us while the whole population of 4,500 odd cheered themselves frantic. What colour against the drabness of the

RESERVE FLEET



Modern Noah's Ark

THE THIRD of the exercises appropriately named "Sleeping Beauty" took place in Portsmouth during June.

These exercises are part of the policy to test the effectiveness of preservation and efficiency of the mobilisation organisation, the previous ones having brought forward Dainty and Eglinton.

On this occasion an Inshore Minesweeper, H.M.S. Brantingham, was chosen. Brantingham is one of the I.M.S. constructed under the Admiralty's 1950 Supplementary programme. Built by the Ailsa Shipbuilding Company, Troon, Ayrshire, she was accepted for the Navy on July 1, 1954, and named after a village near Hull. She was sailed to Diligence and later to Messrs. Camper and Nicholson's, Gosport, where she completed preservation, which included the fitting of an "ark," a wooden protective canopy over the whole of the upper deck, in June, 1955.

In Reserve

The bulk of the present new construction programme of Inshore Minesweepers is earmarked to be held in reserve over a considerable period and at short notice. In view of the manpower shortage it has been necessary to devise methods to reduce the manpower requirements for their day to day maintenance. Extensive preservation has therefore been undertaken, much of this on similar lines to the larger ships of the Reserve Fleet, but these small wooden craft do present special problems of their own on account of their complicated wooden construction and the multiplicity of different

metals incorporated in their hulls.

To allow continuous ventilation, which is necessary to avoid dry rot and at the same time to prevent the entry of rain, the whole of the upper deck, including the bridge and all equipment with the exception of the upper part of the mast is covered with a wooden awning or "Noah's Ark." To prevent corrosion of underwater fittings all items such as propellers, shafts, inlets and outlets are completely "packaged," (covered with Koonkoting material), while the craft is on the slip for preservation. All electrical and engineering equipment of a delicate nature is thoroughly preserved and covered with a sealing wrap to avoid deterioration. All moving parts throughout the ship, i.e. valves, spindles, hinges, etc., are cleaned and coated with an appropriate preservative.

The bringing forward of such a craft therefore needs a considerable amount of skilled effort and on account of its small size it is essential that the various departments are most carefully co-ordinated in order to make the best use of the limited space and time available.

Checking of Stores

The first and most spectacular job is the removal of the wooden awning, together with the unsealing of the under water fittings by a shallow water diver. By no means the least arduous of the tasks is the checking of the naval stores required by the craft.

To more closely represent mobilisation conditions as might obtain in an emergency it was decided to carry out an exercise with a crew drawn from the R.N.V.R. as they would have no prior knowledge of the craft

in question although a few of them might have limited experience in craft of this type. This policy justified itself in that it was immediately discovered that two of the engine room ratings had never previously had experience with internal combustion engines (one was understood to be a steam locomotive driver in civil life). Nevertheless the spirit and tempo of the exercise was such that all were anxious to play their part to the full and very quickly accustomed themselves to their new tasks and surroundings.

The crew was drawn mainly from the London Division of the R.N.V.R. and under the command of Lieut.-Cdr. G. J. Y. Thorpe, R.N.V.R. joined Hornet p.m. on Sunday, June 10, and the exercise began the next day.

The programme was adhered to in spite of a number of setbacks such as leaking decks, faulty radio and minor electrical problems, all caused by exceptionally heavy rain during the latter part of the exercise. The ship's company were, however, encouraged in no small way by the promise of a shake down cruise to St. Peter, Guernsey, provided they were ready to sail in time.

So the third Sleeping Beauty, H.M.S. Brantingham sailed on Wednesday, June 20, at 0930 after The Flag Officer Commanding Reserve Fleet, Vice-Admiral Sir Peter Cazalet, K.B.E., C.B., D.S.O.,* D.S.C., had walked round.

This is the first of a series of monthly articles which will be contributed by all the Groups of the Reserve Fleet and will show that though in Reserve, the fleet is very active.

WEEKEND LEAVE

(LONG AND SHORT)

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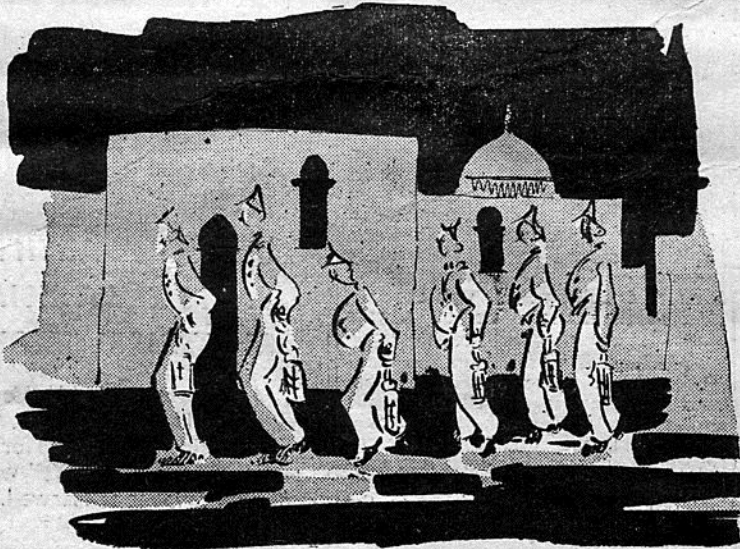
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Send your news and items of interest to 'Navy News'

surrounding hills! I sat on a camel cart, oblivious to the skilful exciting play, pencil skipping over sheet after sheet of my sketch pad. What useful little drawings they have been to me too! Whenever I find a painting not just right in composition, I refer to my Muscat arab sketches to pull my picture back on to an even keel.

The people appear so poverty stricken. Yet in the tiny rock and mud huts, where exquisite jewellery is made, one can see small barrels filled with golden sovereigns, the fruits of the first world war.

I am afraid that that is all the space the Editor will allow me, but if you ever go to Muscat, take your camera, or far better, a pencil (it's cheaper) it is a city of light and shade and antiquity. May I end with the warning that the Customs are pretty strict on those trying to smuggle sovereigns into the United Kingdom?



Sportsman of the Month

PETTY OFFICER Barnes, P.T.I., who joined the Service as a Boy Seaman in 1943, began his naval "sporting" career with a prize awarded "for sporting service to his Division" at H.M.S. St. George—boys training establishment in the Isle of Man during the War. It was also here that he started a long continuous record of representing his ship at soccer and usually the Squadron and Command XI as well. In between he has managed to find time to have a successful period in the P.T. Branch. He qualified P.T.2 in 1948 and in that and the following year took part in the Window Ladder and Combined Services Parallel Bar and High Box Teams at the Royal Tournament. He was again at Earl's Court in 1951 for "Chair Tricks" and the succeeding year he was Staff Instructor in charge of a "Skates" Crew in the Rope and Window Ladder.

At present he has the all-important task of maintaining the high standard of fitness and moral which prevails in the Home Air Command Field Gun's Crew. He has been with them since they formed and will be once again up at the Royal Tournament. Even with this full time task, P.O.



Barnes has also perhaps reached his zenith in Navy football. He toured Guernsey with R.N. XI, played in the H.A.C. XI, winners of the Inter-Command Trophy and also Daedalus XI, which unfortunately lost 2-1 to Collingwood in the final of the Navy Cup.

H.M.S. ARK ROYAL

(Continued from page 3)

equipment, capable of tracking and communicating with all the ship's aircraft when they are operating far out of sight.

Ark Royal is fitted with a new angled deck, and it is interesting to note that Capt. D. R. F. Cambell, D.S.C., R.N., an officer directly concerned with the conception of this most important development in naval aviation, was the ship's first captain. The ship is also fitted with mirror deck-landing aids. One last item of interesting information: Following the sinking of the third Ark Royal, the ship's canteen committee purchased a silver bell from the balance of the ship's

fund for presentation to ships bearing the name. Nineteen inches in diameter and weighing nearly 2 cwt., the bell carries an inscription consisting of the ship's crest, the names of the commanding officers from November, 1938, to November, 1941, and a brief summary of his principal operations, together with the words "From the Company who sailed in the Ark in the years 1939 to 1941 to those who follow them."

The following words, taken from a framed notice on vellum which accompanies the bell, are worthy of note: "May the sound of this bell remind us of the power of harmony in the lives of men."

MOTERING NOTES

A RECENT experience by a young Naval Officer in purchasing a new Austin A.30 van with the intention of converting it into an estate car, raises so many points against which one must be on guard when buying a car that I feel a few more words of advice on the subject are justified. The case quoted happened at the end of May this year and is absolutely true.

Salesman's promises are worthless

The officer in question unfortunately went to the nearest dealer to his house, instead of to an Austin agent. Unfortunately this particular dealer employs an extremely keen salesman who is a match for most Service personnel and it didn't take him long to secure an order for an A.30 Van. He did this by promising to obtain side windows and a seat for the rear of the van in ample time to enable the conversion to be completed before June 1, 1956, the zero date fixed for such conversions to be free of purchase tax. After several calls on the garage the officer's wife, with feminine intuition, realised they were being strung along and came to me for advice.

With only five days to go I found that the windows ordered were unobtainable, whilst the special seat the salesman intended to sell them was not only unsuitable but quite unnecessary. He was unaware that by removing eight screws half of the floor of the van can be removed to expose a specially shaped seat pan which is intended for a much more comfortable and cheaper seat. Fortunately, there was just time to sort out the problem, but if this young couple had relied on the salesman's promise they would have been faced with payment of Purchase Tax to the tune of a further £163.

Whilst examining the van I had reason to be suspicious of sundry squeaks and rattles and gave it a careful examination. Despite their obligations, the dealer had not only failed to carry out a pre-delivery check but had also not carried out the free 500-mile service, although it was alleged to have been carried out that morning. Nothing whatsoever had been done to the car since it left the works and most of the grease points were dry, and the suspension squeaking badly. Furthermore the guarantee had not been completed and registered or the service voucher book stamped.

Since this is not an isolated experience, in fact it is almost a regular occurrence, I have been forced to distrust many small dealers and consider the following steps not only reasonable but essential when buying a car.

Check the car before you pay for it

- Never be rushed into making a decision—there is no longer a waiting list.
- Only buy from a main agent unless you are very experienced.

Motor dealers are much tougher business people than most Service personnel; the smaller the tougher usually.

- Never rush the agent into immediate delivery but give him at least three clear days to prepare the car.
- Make it quite clear that you intend to thoroughly examine the car before accepting it.
- Make it quite clear that you also require a run in the car to check it for rattles and unusual noises in transmission, etc., before acceptance. Guarantee claims after delivery are a nuisance.
- Do not pay for the vehicle until you are satisfied by examination that it is in all respects ready. In short, keep your cheque book in your pocket until you have checked the car yourself. Needless to state the car should be immaculate.

Road Tests—The Morris Minor

The Morris Minor is so popular and has established itself so firmly that a road test report is almost superfluous.

Of the three 8 h.p. British cars on the market it is the most expensive being £37 dearer than the Standard 8 and £75 dearer than the equivalent Austin A.30. For this additional cost the internal trimming and upholstery is slightly better than the other two whilst you also have torsion bar front suspension instead of the coil springing of the others.

As for performance the Morris Minor has the same engine and transmission as the Austin A.30 and has a very similar performance. It suffers from the same water pump weakness as the A.30 which is not, however, very serious, whilst the intermediate gear ratios, particularly third gear, are not happily chosen if real performance is desired. This does not concern the ordinary motorist, however, who is usually more interested in economy with comfort and reliability. You undoubtedly get all three of these in the Morris Minor.

Apart from the slightly better interior finish, the main feature of the Minor is its incredible road holding. This is so good that it is possible to become over confident when emulating Stirling Moss on corners and to get into serious trouble. It is in fact possible to lose control very suddenly as the car will break away when cornering at excessive speed without any warning at all. This speed incidentally is likely to be about 5 m.p.h. faster than any other car and about 15 m.p.h. faster than most Naval motorists would attempt to corner at anyway.

To sum up, the Morris Minor is a brilliant little car, well made, with excellent roadholding, lacking somewhat in sheer performance but more than compensating for this in comfort and economy.

A. E. Marsh

ATHLETICS

R.N. BARRACKS, PORTSMOUTH, INTER-GROUP

ATHLETIC SPORTS, 1956

TEAM RESULTS

1st, Victoria Barracks; 2nd, P.T. School; 3rd, Frobisher; 4th, Anson; 5th, Howe

MARRIED QUARTERS

JUNE HAS been a very busy month during which the furnishing squad has been out every working day furnishing new houses. These have been principally ratings' quarters at Paulsgrove, Brockhurst and Rowner, but there have also been three officers' houses. This happy state of affairs will continue and, in fact, the rate of furnishing and occupying will be stepped up as soon as approval is given to an increase of staff asked for some time ago.

Misfortune has dogged the Eastney ratings' estate. The first houses have been nearly ready for some time but there has been unexpected difficulty in obtaining certain materials and fittings. At the risk of again being proved wrong, it will be stated that it is hoped to occupy the first houses at this estate during the first week of July.

During July it is also expected that the transformer will be completed and the first road ready at Drayton. There should be up to a dozen new houses for officers of the rank of Lieutenant and below by the end of the month.

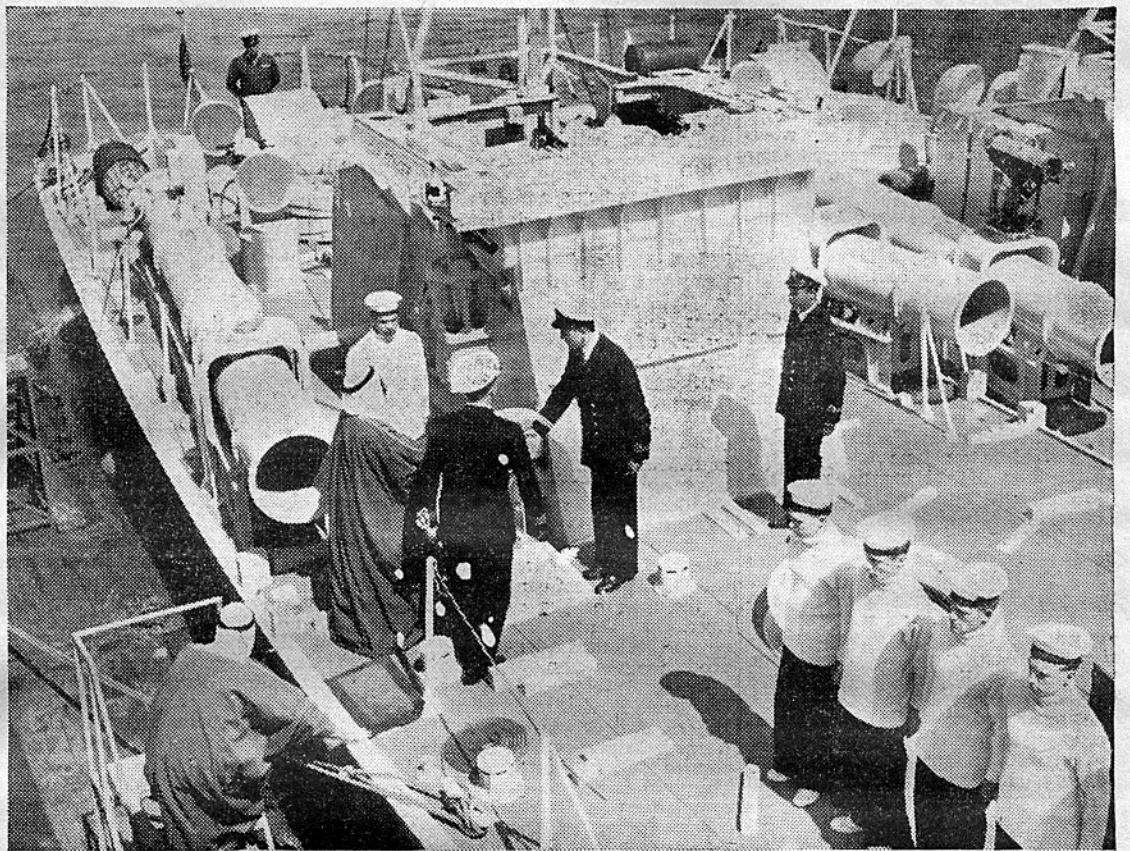
Building Continues

Building progress continues to be satisfactory at those estates under construction but which have not yet got to the stage of producing completed houses. There should be no danger of any gap in the flow of new quarters.

Hirings continue to be difficult to find. This state of affairs is likely to continue at any rate until the end of the summer season.

The end of the month may show improvement in some of the rosters, waiting time having decreased. Fluctuations are to be expected as the volume of applications is to some extent seasonal. There is always a spate of applications after a leave period and usually a relative dearth during the leave period. The rosters are also affected by the return of a ship's company from foreign service as many of them are entitled to apply for priority. Whilst the object is to reduce waiting time as far as possible, too much regard should not be paid to month to month fluctuations. At present the volume of applications continues to be high.

SHEIKH VISITS H.M.S. HORNET



On Tuesday, June 5, 1956, His Excellency Sheikh Abdullah Mubarak of Kuwait visited Portsmouth, and after lunching with the Commander-in-Chief at Admiralty House visited Hornet, Dolphin and Theseus. The Sheikh is particularly interested in small, fast fighting craft, and in our picture is seen being received aboard H.M.S. Gay Fencer

Conversation Piece

THE EVENING was balmy and gardening chores over, the regulars were trooping into the "Lamb and Pig," somewhere in Wessex, for a well earned pint.

Their eyes were arrested by a gay poster in red, white and blue.

"Hey Bert, seen this?" Bert drew out his glasses, put them on and read out slowly "Royal Naval Air Station, Yeovilton—Air Day—Saturday, July 28—Flying Display—Mock Battle—sounds all right, Jim. You thinking of going?"

"Aye, Bert."

"Taking the missus?"

"Dunno about that, Bert. She'll have an awful bind having to lug young Alfie round in the go-cart and young Doris and Georgie too; they're a handful."

"She don't have to Jim. Look it says, 'Children's Crèche and Play Park.' Young sailor on a motorbike told me Saturday, you can park babes in arms in the Crèche all afternoon without a worry in the world. The staff there will change their nappies and all, feed 'em too if Missus leaves bottle and instructions."

"Bess will be tickled pink to hear that Bert, but I was hoping for a pint or two of wallop while I was there and what chance is there with Bess around?"

"Every chance in the World, Jim. They do say there's a beer hangar and two tea hangars quite separate, hold thousands of people, Jim."

"That's all right, Bert, but what about Doris and Georgie?"

"Well, Jim when you and Bess gets tired of having 'em around, take 'em to the Play Park. Just tell the Attendant, you'll collect 'em later. He won't let 'em out till you come back."

"Sounds fine, Jim. They do say this 'ere Mock Battle is going to be quite something."

"Yus Bert, biggest show in the West Country since D Day, and the Flying. They got some Aces up their sleeve all right, but how are we going to get there?"

"Jim, boy, why don't we ask the landlord to fix a coach; two, maybe?"

"That's an idea, Bert, you'll take your missus of course and Joyce too."

"Joyce turned eighteen now, Jim. Soon as she heard there was sailors, Royal Marine Commandos, Hussars and all the rest, she's been saving up for a new frock. She's set her mind on being invited to the Station Dance afterwards."

"If I knows Joyce, and sailors hasn't changed, she will be, Bert."

"Cheers, Jim."

"Cheers, Bert."

H.M.S. DAEDALUS

(R.N. Barracks, Lee-on-Solent)

AT HOME

AIR DAY, 11th AUGUST

Bothered...
about a Birthday?

Give
MIDLAND BANK
Gift Cheques

R.N.B. DEVONPORT

BY WAY of introduction to NAVY News, let Devonport be the first to congratulate Fleet Air Arm on their very fine performance in this year's Field Gun Competition. For the past four years Devonport has set the pace and has seen the Fastest Time and Aggregate Time come tumbling down—notably in Coronation Year when the West Country Crew lowered their own Fastest Time record on no less than nine occasions.

The Field Gun Competition is one of the hardest annuals of the Royal Tournament, and never fails to bring the audience to its feet. It is sincerely to be hoped that the fine competitive spirit it creates will not end with the passing of the Port Division era, and that next year we shall still be hearing the traditional battle-cries. Meantime, well done Fleet Air Arm!

During the month R.N.B. had its 67th birthday; its first occupants having moved in on June 3, 1889. One of the first official mentions of the Establishment appeared in the Navy List of 1890, which stated that Admiral H.R.H. The Duke of Edinburgh hoisted his flag as Commander-in-Chief in H.M.S. Vivid in August of that year. The late Duke was a son of Queen Victoria, and it is interesting to note that this early association of the Royal Navy with the Dukedom of Edinburgh is renewed with the present Duke.

Another piece of history that becomes topical this year concerns the revival of a famous name in naval gunnery. On August 9, 1856, H.M.S. Cambridge was commissioned at Devonport as the West Country Gunnery Training Ship, and her bell still hangs outside H.M. Gunnery School in the Barracks. On the 100th anniversary of "the last of the name," the Gunnery Range at Wembury, near Plymouth is to commission as an independent command under the name H.M.S. Cambridge.

A further removal soon to take place is that of the Fire Fighting School from the Barracks to Tamer-ton Foliot (site of the legendary treacle mines!).

Since the opening last year of the palatial Cunningham-Fraser accommodation block for Chief and Petty Officers, little Barracks reconstruction has taken place in terms of actual steel and concrete. It is understood,

however, that plans are now in preparation for a new block on the site of the blitzed Boscawen which will link up with the modernised Hawkins block to provide accommodation for about 1,500 junior ratings. The old-style large barrack rooms will disappear, to be replaced by "living units" each designed for about 20 men. Recreation rooms, a new galley and dining hall will also be incorporated.

Movements and Drafting

Among recent arrivals at Devonport were H.M.S. Dalrymple and H.M.S. St. Kitts, both from the Mediterranean. With the Summer Cruise in full swing, Devonport-manned ships are currently engaged on a series of seaside visits, including H.M.S. Apollo to Teignmouth, H.M.S. Battleaxe to Cardiff and H.M.S. Ocean to Hartlepool.

An interesting movement, though of a non-operational nature, is that of H.M.S. Amethyst who is shortly to come out of cocooned reserve to play the leading role in a film entitled "Yangtse Incident". The towing operation to the film's location will be carried out by Cdr. J. S. Kerans, D.S.O., who commanded the frigate at the time of her epic dash down-river. Cdr. Kerans has also been appointed technical adviser to the studio producing the film.

In the drafting world, July's biggest operation is the recommissioning of H.M.S. Ark Royal with a 3/5 complement in preparation for a General Service Commission (Home/Med.). The ship is due to complete to full complement in October. Other ships commissioning at Devonport during July include H.M.S. Whitby for Home Sea Service with the Third Training Squadron; H.M.S. Pellew for Home Sea Service with the Second Training Squadron, and H.M.S. Girdleness, also for Home Sea Service.

R.N.B. LEE-ON-SOLENT

THE QUEEN presents her Colour to combatant units only, although in the Navy the unit is usually presented with the Colour to mark the Queen's recognition of the importance of the Command to which the unit belongs. Presentation of the Queen's Colour in the first place is not an automatic

affair; it is an honour which has to be won.

Thus, on Monday, July 30, Her Majesty The Queen is going to Lee-on-Solent to present her Colour, for the first time, to "The Royal Naval Barracks, Lee-on-Solent, in view of the size and status of the Fleet Air Arm, for use within the United Kingdom." This means that the Colour will be available to other Air Stations in the United Kingdom should they have occasion to parade a Queen's Colour. A Queen's Colour may be paraded only on shore on British territory at parades at which members of the British Royal family are present, to celebrate the birthday of members of our Royal Family and as directed by the Admiralty. The same marks of respect are paid to the Queen's Colour as to the Royalty itself.

Outline Programme of the Queen's Visit

After spending the night of July 29, at the First Sea Lord's house at Romsey, the Queen will come to Lee-on-Solent by car, travelling via Titchfield and Stubbington. After a very brief stop at Flag Officer Air (Home)'s house, the Queen will arrive at the Parade, which is being held on Runway 28/10 at the Western End, at 1130. Her route will be via Queen's Gate, Albion Road and the Perimeter Track.

A Royal Guard (100) is being provided jointly by Daedalus (50), Ford (25) and Ariel (25). The other Air Stations and the W.R.N.S. of the Home Air Command are each providing one company (25) for the parade, which will be under the Command of the Captain of Bramcote.

The massed R.M. Bands of Flag Officer Air (Home), Commander-in-Chief, Portsmouth and R.N.A.S. Bramcote will also be parading.

The ceremony will last for 45 minutes and will end with a fly past of 108 aircraft led by Flag Officer Flying Training.

The Queen will then, after a short interval, go to the Wardroom. Here she will have some selected ratings and their wives presented to her before attending a reception for some Officers and their wives, and a small lunch party being given by Flag Officer Air (Home). The Queen will finally leave Daedalus, via the Main Gate at 1425.

Spectators

There will be accommodation for just over 3,000 spectators and 90 per cent of the accommodation will be seated.

A certain number of official guests have been invited to attend and the other Air Stations, naval units based at R.A.F. Stations and the United Kingdom based carriers have been invited to send contingents, most of which are likely to be small for reasons of geography. Nevertheless, this is essentially a Daedalus occasion and it is hoped that as many as possible of those in Daedalus who wish to watch the ceremony may do so and that if possible, they may have a guest to accompany them.

Arrangement for Children

Special arrangements will be made for the children of Daedalus families to see the Queen as she drives past in her car and also to attend the Dress Rehearsal which is scheduled for Thursday, July 26. It is understood that local schools break up on July 27 but perhaps Headmasters might let the children off for the forenoon of July 26 to watch the Dress Rehearsal.

It is under consideration to arrange for the children to be looked after and entertained during the ceremony, to enable mothers to watch the ceremony with their husbands, and then collect their children on completion. In any case another adult, relation or friend, would be allowed to accompany the children in the children's enclosure.

Traffic Arrangements

This will be a complex problem. To maintain an even flow of vehicular and pedestrian traffic through Daedalus, the only gates in use will be Argus, Main and Drake Road gates, Queen's Gate being reserved for the Royal Procession and Richmond Gate being closed.

Special car parks are being arranged and cars will be restricted to using only these car parks until after completion of the ceremony.

Wet Weather Routine

If the ceremony cannot be held on the runway, it will take place in Dunning Hangar. It will then be necessary to limit the number of spectators to about 1,100.

COMMAND



Fleet Air Arm Field Gun

THE FLEET Air Arm Field Gun Crew repeated their 1950 success by winning all three trophies at this year's Royal Tournament. It has been the fulfilment of six years' endeavour by the trainer, Petty Officer D. B. Williams who himself ran in the 1950 crew.

During the five months the crew trained at Lee-on-Solent they produced some very encouraging times. They were very well aware that too often in the past has their excellently surfaced track given a misleading comparison over other less fortunate crews. The very fast training times of 3.20-1/5 and 3.17, however, seemed to indicate that the existing Earls Court record of 3.21-4/5 could be broken this year.

Embarrassing Moment

At Earls Court in the first week things did not augur well. The crew was running three spare men due to last minute injuries, and the run, although excellently surfaced, produced many little hitches in the drill.

The most embarrassing was when the run was being televised and the gun went under, instead of over, the first wall. However, the trainer was given permission to touch a piece of gear and the blood was wiped off the barrel before the run back!

The first week of the competition produced the steady fast times that everyone wanted. A 3.22-1/5 gave hopes of a better one still, but the record was to stand by 2/5 of a second for another year, and this time was to win the fastest time cup by some six seconds.

The Inter-Command cup was decided on the last Friday, when by beating Devonport, Fleet Air Arm put themselves in an unassailable position since Chatham could not possibly hope to gain enough points on the last day.

There were several bad runs at the end of the second week, produced, not by any attempts to beat the record, but more by fear of not maintaining their earlier good runs which gave that indefinable edge of nerves and tension

R.N.A.S. CULDROSE

POSSIBLY THE greatest Summer attraction in Cornwall, the Royal Cornwall Show was held this year at Helston on June 6 and 7. One of the high-lights of the Show was the excellent showing of the Culdrose Gymnastic Display Team. A strong wind made balancing very difficult but the high standard of gymnastics throughout the display earned the team much applause from the many spectators. The Show was reported as the best since the war and it is certainly a feather in the cap of our teams to have taken part in it.

Already many letters of appreciation have reached the Station commending the teams for their fine displays throughout Cornwall. They are in great demand during the Summer months and already many charities have benefited from their performances.

Meanwhile preparations are under way for our Air Day, this we hope, will be as successful as the Royal

Cornwall Show. In connection with the Air Day "Operation Drummer" took place on June 12 and 13. A team consisting of three officers and a W.R.N. driver covered almost three hundred miles of Cornish and Devonshire territory distributing well over two hundred posters. The team found most shopkeepers helpful and the interest shown looks well for Air Day attendance figures.

As tentatively forecast in our last newsletter the Station Cricket Team are carrying on the good work of their winter rivals, and they are having a very successful season to date. Of the ten games played against local and Service sides, nine have been won and one drawn. Your correspondent is told by his Chief Reporter that certain members of the eleven have their eyes on vacancies in the England Test Team. After following the First Test I'm not quite so sure.

Station W.R.N.S. News

The weather was kind during the visit to the station of the Superinten-

A STEAK



in NINETY SECONDS!

The Naafi Club, Portsmouth, and the White Ensign Club, Weymouth, can now take your orders for cooked meals and serve them in a twinkling of an eye. At these Clubs an "infra-red ray" grill has been installed. Here you can order your meal and watch it being rapidly cooked.

"Infra-red" contact electric grills deal with a steak in ninety seconds. For eggs, bacon, ham, hamburgers, tomatoes and similar dishes, there is an electric griddle plate. Fish and chips are prepared by the "Visidial" electric fryer. Meanwhile, the "infra-red" overhead heating unit keeps your food hot and perfectly fresh.

All this equipment goes to make up the new "Called Order Service". Come and see it for yourself and sample the food prepared by this modern method. Then tell us what you think about it. Write to:

The Manager, Naafi Club, Cambridge Junction, PORTSMOUTH, or to The Manager, White Ensign Club, St. Nicholas Street, WEYMOUTH.

NAAFI

The official canteen organisation for H.M. Forces
Imperial Court, Kennington, London, S.E.11

NAVY NEWS



Crew win all Three Cups

which can do so much harm. So bad indeed was one run that, coupled with another which was heavily penalised, the reserve of winning time over Chatham was reduced to some fifty seconds. Thus not until the last run was the aggregate cup finally decided—and what a show Chatham put up! Inspired, no doubt, by a previous year when the fastest time cup was snatched from an oversure Devonport on the last run, they gave an excellent display of 3.28. Fortunately, however, from the Fleet Air Arm point of view their own run was clean, if not quite so fast, so the third of the three, Aggregate Cup, was secured.

Visits of Interest

At Earls Court a field gunner's life is not nearly as strenuous as it is during the training months. There is a half-hour training period, several hours P.T., cleaning guns and mess-decks, etc., and the two performances. This leaves quite a large amount of

time to fill, usually awkwardly spaced from the leave point of view. This year, however, the crew had their own coach on call, and many visits were made to get out of the dusty atmosphere of Earls Court. Much of the forenoon was spent swimming, showering, or playing games and doing P.T. at St. Paul's School, whose High Master very kindly put these facilities at their disposal. In the afternoons and evenings trips were made to the more interesting inns like Dirty Dicks, The George and the Prospect of Whitby, to the Folies Bergere and Cinerama, to the Houses of Parliament and Barclay's Brewery, to Kew Gardens and Madame Tussauds. That they were in a financial position to afford much of this entertainment which helped their morale so well, is largely due to the very generous response to the appeal for funds by all Air Stations and carriers. That, and the knowledge of the interest taken by so much of the Fleet Air Arm has been a great encouragement to the crew.

dent W.R.N.S. (Air) from June 8 to 11. On the occasion of her last visit we had some of the worst "greatcoat" weather of last year. During her tour which included visits to all departments working W.R.N.S., she also visited the gymnasium to see rehearsals of the W.R.N.S. Display Team.

The nine W.R.N.S. ratings who comprise the team have been trained to perfection in club-swinging by the P.T. Staff and they form part of the team which was so successful at the Royal Cornwall.

The Wrens received an invitation to visit H.M.S. Rattlesnake on Tuesday, June 6, and twenty-four of the unit were all prepared for a sea trip from Falmouth to Newlyn. Unfortunately the unpredictable weather made the trip impossible, but the Wrens hope to have other chances of sea-going in the near future. Incidentally, they would like to take advantage of the NAVY NEWS to thank the Ship's Company of the Rattlesnake for their invitation which it was impossible to do personally.

In the field of sport the female section of Culdrose are doing as well as their male counterparts. Four of their number are included in the hundred taking part in the Women's Services Display at the Royal Tournament and they also have a strong following for "King" or should it be "Queen" "Willow". They have already taken part in quite a few matches both on and off the Station. One of the team, Wren H. Gosse was selected for Cornwall County in their match against Hants and Dorset on Saturday, June 9.

Congratulations are offered to R.P.O. (W.R.N.S.) G. E. Matthews on winning the Air Day Poster Competition. The results of her fine efforts formed the basis of "Operation Drummer", which is reported earlier in this column.

Uninvited Guest

On Monday, June 4, a homing pigeon landed on board the Carisbrooke Castle the A.T.T.S. running for Culdrose. Apparently the visitor

ON SATURDAY June 9, 1956, Hampshire Fire Service held their Annual Competition and Firefighting Display at the R.A.F. Station Beaulieu, which Service teams were invited to attend.

A remarkable response to this invitation produced no less than fourteen Service teams. 9 Royal Navy, 3 Royal Air Force and 2 Army Fire Brigades, all extremely keen to show the professional firemen how it should be done.

Training started some three weeks before the event and the local fire brigades very kindly loaned hoses and other equipment for the many events. The majority of the Royal Navy crews were volunteers, and although extremely keen, and accustomed to dealing with normal fires, found the training hard going, and many wet and bedraggled bodies crawled cheerfully away at the end of each run. Several non-combatants also found it to their disadvantage to get too close to the hoses or the targets, but with a challenge cup and 10s. per man in view, in true competitive spirit they got down to it and were knocking seconds off their running time each day.

Spies from various establishments made it their business to find out what was going on and quite fantastic running times were promulgated by each establishment taking part to any caller who wished to be inquisitive.

Events Entered

The two events entered by the Service crews were: (a) Event No. 7, Major Pump Drill (open event) for the Worth Challenge Cup in which the crew had to run the pump and get to work from the dam, using two lengths of suction; and from one delivery, run one line of two lengths (75 ft. each), fix a branch and knock down a target; from the other delivery run one line of one length to a dividing

took to his surroundings and stayed for the remainder of the week and was finally forcibly removed by the Plymouth R.S.P.C.A. On Thursday, 7, the following message was received from the Carisbrooke Castle: "My visitor is still on board. He is now proficient in deck landings but refuses to go beyond the circuit. Rice Krispies running short!"

We hope that the owner has now been restored of his property, at least he should find that his errant bird has been well looked after, and well fed.

H.M.S. DRYAD

THE VAGARIES of the English climate were brought home to us during our Annual Sports Day on June 14. Bright warm sunshine was broken by prolonged showers of heavy rain. Nevertheless, the complete programme was carried out, six Dryad records were broken and several other good results were obtained in spite of treacherous conditions.

Lieut. Pearey, who led the Officers' team to victory in the Inter-Divisional Contest, won three events, including the 100 yards in a new Dryad record of 10.3 seconds, and with his success, and that of others, we can look forward, with some confidence, to the Command Meeting in early July.

Our Field Gun crews are in full training for the Brickwoods Competition in which, last year, our Sub-Lieutenants carried off their trophy to avenge the narrow defeat of our Seamen. The enthusiasm of both crews now under training augurs well for the return, this year, of both trophies to Dryad.

For the first time, we entered teams for the major pump events in the Hampshire Fire Service Competitions. Though unsuccessful, the immense practical value of such drills and the interest shown during the training of the teams will ensure that this becomes a regular feature among Dryad activities.

H.M.S. BARON

THE OTHER morning Baron had something she could crow about, for in the side of the funnel, possibly with the permission of the Chief Mechanician, there was a real crow's nest. It was thought at first that we might have been seeing things as a result of taking our salt tablets, but it was the real thing.

Baron actually went to sea a few weeks back to act as target ship for H.M.S. Superb. We rather expected a torpedo to land up in the bunker with the coal but as the sea was a bit lumpy and covering would have been difficult, torpedoes were not fired.

Baron's coxswain has put in a lot of good work getting a Boom Defence football team together. A collection from the ship and the Depot raised enough money to buy a set of shirts and a football. We do not need boots

Hampshire Firefighting Competition

breaching and from this add two lines of one length each, fix branches and knock down one target with each jet. (b) Event No. 9, Major Pump Drill for H.M. Forces for the "Aldershot Old Comrades' Association" Challenge Cup in which the crew had to run to the pump and get to work from the dam using two lengths of suction; run two lines of hose with two lengths in each line, fix branches and knock down one target with each jet.

This looked reasonable enough, so with gay abandon an attempt was made and one crew took four minutes to do it, after which they obtained a last year's programme and found it had been done in 29.1/5 seconds. This caused some consternation and alarm, but had to be faced, so day by day, amidst sweat and tears, wet shirts and torn hands, they battled on to the great day.

High Spirits

What a day! A convoy of lorries towing trailer pumps winding their way in pouring rain and a high wind towards Beaulieu R.A.F. Station, a vast open space on Beaulieu Heath in the New Forest; the crews with one object in their minds, to win for their establishment those coveted trophies and of course the 10s. per man. Their spirits were high and their determination, despite the foul weather, infinite.

The layout and organisation by the Hampshire Fire Service personnel was magnificent and dead on 1115 the heats commenced.

All teams entered into the spirit of the competition and although wet through before they started, as some had been travelling since 7.30 that morning, they gave of their best.

Many came to grief; burst hoses, unmade couplings, pump failures, and

some fantastic wrestling exhibitions with high pressure hoses in front of targets, gave light relief to the serious side, particularly when the commentator was drenched in his broadcasting van, and a pause for lunch at 1300 came as a welcome relief.

Of the fourteen crews entered, H.M.S. Siskin remained in the open event and H.M.S. Hornet, Daedalus, Royal Naval Barracks and the 11th Army Fire Brigade in the Forces event.

A certain amount of crookery went on during the lunch hour between the crews left in the running, but by 1430 all was set for the County Finals; and to everyone's joy it was only drizzling and a great deal warmer.

Promptly at 1430 His Grace the Duke of Wellington, K.G., Lord Lieutenant of Hampshire, arrived, and the gun for the first event was fired.

Records Broken

Some fantastic times for all events were put up, the open event being won by the Central Ammunition Depot Bramley in 26.2/5 seconds, Siskin's crew coming to grief with an unmade coupling, and the H.M. Forces event being a tie between H.M.S. Hornet and the 11th Army Fire Brigade with Royal Naval Barracks third in 26.1/5 seconds, both previous records going by the board.

The weather improved during the afternoon and the events concluded with a very fine fire display by the Hampshire Fire Service. It was a day well to be remembered, a day of thrills and spills, and above all a fine example of comradeship between officers and men of the Hampshire Fire Service, who are to be congratulated on their wonderful organisation and friendship, and those of H.M. Services.

not have picked a better ship. Why should not a Boom boat do a bit of showing the Flag, the jack staffs are big enough.

We have read with interest the last issue of NAVY NEWS with particular interest in the article on Trincomalee. We hope that not too many will be disappointed if ever they get sent to Trincomalee.

(Continued on page 13)

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Calendar

Headquarters

July 21—1956 Annual Conference.
Oct. 13—Re-union—Royal Festival Hall.

West Bromwich Branch

July 11—Meeting of Standard Committee.
July 25—Mixed Social Evening at Headquarters.
Aug. 1—Meeting at Headquarters.
Sep. 30—Dedication of Branch Standard.

Dorking Branch

Sep.—Church Parade.
Oct. 20—Trafalgar Ball, Dorking Halls. Tickets—12/6 Double, 7/6 Single.

Havant Branch

July 8—Quarterly Church Parade in St. Faith's Church, Havant.
Aug. 7—Havant Branch Meeting.

IN MEMORIAM

Shipmate Horace Bannister—
West Bromwich Branch.

Shipmate William Henry Hibberd—
Portsmouth Branch.

DURHAM

WE ARE going from strength to strength, as can be seen from our increased order of the NAVY NEWS; our members find it most interesting; maybe nostalgia, maybe envy at the new pay rates.

It's nearly a year ago since we staged the Annual Conference, and we have not looked back since. Every month sees new members joining; very soon Bill Steel's pub, the "Dun Cow," will have to have telescopic walls to house the chaps.

Like all small ships we're a "chummy" ship and take pride in our unity and happiness.

We are proud that our President, Rear-Admiral Hutton, took the salute at the Dedication of the West Hartlepool Standard on June 24, and a bus was laid on to take our members and friends to participate.

Social occasions, like these, are few and far between in the North East, but we take pride in supporting them all.

Our past President—Cdr. T. Crease, R.N., is at last emerging from a sticky spell in dry dock, but we are glad to hear of his recuperation.

We believe in sharing the honours, so this year, S/M. Teddy Horner will represent us at the Annual Conference. (No Castle for him to sling his hammock in, like last year's delegates to Durham had!)

LOWESTOFT

THE BRANCH is growing rapidly, and we now have 160 members. Our meeting nights usually produce an average attendance of 50, which is good considering a good number of our shipmates go down to the sea in ships.



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NEWS FROM HEADQUARTERS

ONCE AGAIN we approach an Annual Conference and, therefore, this letter will be mainly concerned with the events which will take place on Saturday, July 21.

As you know, the 1956 Annual Conference will take place on that day in the Royal Empire Society, Northumberland Avenue, London, S.W.1.

Delegates and other Members attending Conference should use the Craven Street entrance, as this is the entrance which has direct access to the Assembly Hall. Craven Street is the street which runs along the side of Lyons Strand Corner House.

The Conference is due to commence at 10.15 a.m., when His Worship the Mayor of Westminster will honour the Association by opening the day's proceedings.

Your Hosts

Number 1 Area, your hosts at this Conference, have arranged for a Saturday evening river trip for those who feel they can face the hazards of going afloat for a few hours! A

fully licensed craft, which has been reserved for the occasion, will embark passengers at Charing Cross pier at approximately 6.0 p.m. and disembark, I trust, the same number of passengers at Westminster pier at approximately 10.15 p.m.

For those who would rather not become waterborne, two coaches have been reserved—one to do a conducted tour of London and the other to do a run to Windsor. Both these coaches will leave the Royal Empire Society at approximately 6.15 p.m., and return to the Association Headquarters at about 10.0 p.m.

There will be no charge to delegates for any of these trips, but no delegate will be allowed more than two tickets for any one of them. Tickets for all trips will be issued, in the Royal Empire Society Assembly Hall, on the day of Conference.

As it is anticipated that many members of the new Headquarters Club will be using the premises on the day of Conference, an application for an

extension of licensed hours until 11.45 p.m., will be made, but I must stress that *only members of the Club* will be permitted to purchase alcoholic drinks. This is not dictatorial nonsense from Headquarters, it is a legal requirement which must be observed.

The majority of delegates attending Conference will be acquainted with the various means of public transport to the Royal Empire Society, but two stewards will be on duty at Charing Cross Underground Station between 9.0 a.m. and 10.30 a.m., for the purpose of directing those less familiar with the geography of London. Charing Cross Underground Station is within two minutes walk of the Royal Empire Society.

It is hoped to be able to arrange for the President to place a wreath at the foot of Nelson's Column immediately after the conclusion of Conference, but there will be no parade of Standards this year, in view of the short space of time between the end of Conference and the departure of the coaches and ship.

It was a very enjoyable afternoon, which was followed by tea and a social in the evening.

The visitors embarked at 10.30 p.m. for home and it was a job to get the boat away.

We are looking forward to your next trip, Woolwich, when you tour the hopfields and return here.

Visits Wanted

We should like more branches to visit us in our mess; we can guarantee a good evening and our prices are below public bar prices. You won't get robbed.

Everybody is welcome, especially during Navy Days, when we shall be open at lunchtime and evening during the holiday.

If you are coming back from the coast and passing through Chatham, why not give us a call—we shall be ready for you.

A No. 1 bus from Dockyard or Town Hall passes our door.

On Sunday, June 24, we attended the Hastings Dedication with a full coachload, and more going by their own transport.

The Jutland Rally was not held at Chatham this year because Canterbury Branch held a Zeebrugge Rally a month before. We shall resume the Jutland Rally next year, when we hope that all branches who have supported us in the past will do so again.

Our cricket team is "Cock a Hoop" having beaten Maidstone branch by six wickets. We would like to arrange fixtures for Sundays with any other sporting branches.

Our Lady Associates are a great help and put on an excellent and reasonable lunch and tea to our visitors from Woolwich.

May I at this time send fraternal greetings to all members of the Association.

WELLING

WELLING BRANCH of the Royal Naval Association celebrated their 21st Birthday at the Embassy, Welling, on Saturday, May 26, with a dinner and dance.

The Chief Guests were "piped aboard" for dinner in accordance with Naval tradition. This ancient ceremony was followed by the sounding of eight bells and a period of silence in remembrance of absent friends.

The President proposed the Toast to H.M. The Queen, after which a telegram was received from Her Majesty in reply to the loyal greetings that had been sent to her on behalf of the Branch.

A toast to the Royal Naval Association was proposed by the branch chairman, Mr. P. French. Before the Association was formed, he said, when a rating left the Service his connection with the Navy was virtually at an end. Today, however, he could find those people who "spoke his own language" in nearly every town in the country, through the medium of the Royal Naval Association.

This was a language of comradeship and forbearance he had known so well in the Service.

Commodore Sir Roy Gill, K.B.E., R.D., R.N.R. (Vice-President of the National Council), who replied, quoted part of a speech made by the Duke of Edinburgh a short time ago: "We owe our allegiance to one of the world's few great fraternities—the fraternity of the sea—and of that I am sure we are all very proud."

Rear-Admiral J. Figgins, President of the Lewisham Branch, proposing a toast to the Welling Branch, said the occasion was a memorable one. Its primary purpose was to pay homage to those comrades who made the supreme sacrifice in saving our shores from the enemy and rendering them invulnerable to attack from the sea.

Much emphasis was placed on Britain's air and land forces, but relatively little was said about the Royal Navy. This was a mistake, for "without it we could not hope to survive."

The speaker appealed to the older members to encourage their younger colleagues, so that they would expand the cherished traditions of the branch and accept the responsibilities of leadership in years to come.

"Rally Round the Flag"

Referring to the Naval Standards and bunting which decorated the hall, he said: "You have your Standards, and my advice is rally round the flag and bear it high in order that youth may see your example and follow in your footsteps."

The Branch President, Rear-Admiral Sir Arthur Hall, K.B.E., gave a brief outline of the branch's history. In paying tribute to the 12 foundation members, he made particular mention of Mr. S. Cover, who was responsible for convening the first meeting in May, 1935.

"The Association owes a tremendous debt of gratitude to these early members," he said, adding that two of them, Mr. P. French and Mr. H. Nash, were present on that occasion.

The Branch had done a great deal in the way of missionary work for the Association, and its members had been responsible for starting at least seven other branches. Above all, the Branch tried to fulfil the objects for which the Association stood.

"Great Developments"

Mr. Edward Heath, M.B.E., M.P., replying to a toast to the guests, proposed by Lieut.-Cdr. E. P. Mardell, R.N.V.R. (Vice-President of the Branch), said there would be very great developments in the Navy in the future. There was, however, something more important than technical development. This was the character of the men in the Service.

"If this country should ever lose its affection for the Navy and the sea, it would indeed be a sad day. I do not think that day will ever come, however, while organisations such as yours

keep before them the true traditions of the Service they represent," he concluded.

Others present included the Mayor and Mayoress of Bexley (Councillor D. C. Clarke, J.P., and Mrs. Clarke), Admiral Sir Henry Moore, G.C.B., C.B.E., D.S.O., and Lady Moore, Lieut.-Cdr. A. Lane (vice-president, Welling branch), Mr. King (chairman of the Sidcup branch) and Mrs. King, Mr. Gower (chairman, Kent area) and Mrs. Gower, Mrs. Cox (chairman, Welling women's section), Lady Gill, Lady Hall, Mrs. Figgins, Mrs. French, and officers of the Welling branch.

Lieut.-Cdr. L. S. Day, R.N., was toastmaster.

During the interval a Birthday Cake was cut by Lady Hall and distributed to all present. This wonderful cake was a present from the Ladies Section, and was made by their Chairman Mrs. Cox.

The Sidcup Branch was strongly represented, and their effort was greatly appreciated.

SCUNTHORPE

ON MAY 31 the Scunthorpe Branch of the R.N.A. turned out in full force to welcome Cdr. Ian G. Steel, M.V.O., R.N., as its new President. Cdr. Steel was welcomed officially on behalf of the Branch, by Shipmate Lieut.-Cdr. C. W. A. Chapple, D.S.C., G.M., R.N.V.R., of the Grimsby Branch, who has on so many occasions taken the chair at the Branch's official functions during the time there has been no President. A hearty vote of thanks was accorded Cdr. Chapple and he was assured of a welcome on the top table whenever he could find time to attend.

Everyone hoped that Cdr. Steel would have a long and happy commission in the Chair. It is hoped that his experience in Naval Recruiting will be put to good use by increasing the numbers of members of the Branch.

A very successful dance was recently held at the Drill Hall, arranged in co-operation with the I.A. Sergeants' Mess. The music was provided by Ken Mackintosh and his Band.

HAVANT

AT THE meeting held on June 5, the Hon. Secretary of the Royal Naval Association No. 3 Area was most helpful in answering questions put to him from an enthusiastic gathering.

The Havant Branch Quarterly Church Parade takes place at St. Faith's Church, Havant, on July 8.

SALISBURY

THE SALISBURY Branch meets on the first Tuesday of each month at the Adastral Club in Castle Street. There is a welcome for all members of the Royal Navy at these meetings.

The Secretary is S/M. S. W. Faulkner, 31 Woodside Road, Salisbury.

FOLKESTONE

A PARTY from the Folkestone Branch were entertained on April 20 at the inaugural social of the Lydd Branch. A most enjoyable evening was spent and the Lydd Branch thoroughly deserved the congratulations they received.

On Sunday, April 22, 25 members attended the Zeebrugge Rally at Canterbury.

About twenty-five members and friends of the Deal Branch were entertained at the Guildhall Hotel on Friday, June 8. This visit proved to be one of the most successful for some time.

The Dedication at Hastings took place on June 24. The Branch sent at least 40 Shipmates to the Parade.

Serving members of the Royal Navy are reminded that they are always welcome at the Guildhall Hotel on the first Friday of each month at 7.30 p.m.

ASHFORD (Kent)

THE CHAIRMAN, Shipmate L. G. Murray, attended the annual Church Service at St. Paul's Cathedral as the guest of the Old Contemptibles. This was a most impressive service and followed closely upon an evening at which the Old Contemptibles carried home a darts trophy.

The Branch was represented at the Dunkirk and Jutland Commemoration Service on Sunday, June 3. The Standard was carried by S/M. Harris, the Secretary, and was escorted by the Chairman, S/M. L. G. Murray and S/M. Holloway.

A full coach visited Hastings on June 24, to attend the Dedication Service.

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take place on July 8, and will be headed by The Royal Marines Band, Deal Depot, by kind permission of Colonel Lumsden.

This Branch is unlucky and has failed to obtain tickets for the Annual Reunion in London. Twenty members want to attend and if Branches have tickets to spare, the Chairman would be most grateful if they could be passed on to Ashford. If none are forthcoming it will be the first time this Branch has failed to send representatives to such an important occasion.

DARLINGTON

SOCIAL ACTIVITIES at this Branch have been numerous during the last month. No fewer than two "free and easies" and visits by two concert parties were arranged in three weeks. At each event there was a full house and everyone seemed to enjoy themselves.

The Secretary reports: "We had the honour of welcoming two members of the Royal Navy who were on release leave. They paid us a couple of visits with their lady friends after reading our report in the last month's edition of NAVY NEWS."

Members of this Branch took an official part in the Mayor's Procession and had the honour of being the only ex-Service organisation to be represented. On another occasion they took part in the Dedication of the Standard of the local Branch of the Burma Star Association.

One of the advantages of wearing the Association's badge was brought home forcibly to S/M. Newlands. Whilst walking in Trafalgar Square recently, he was approached by a lady and gentleman who had recognised the badge. A most enjoyable conversation followed, including an invitation to join them at the Headquarters Club. Unfortunately S/M. Newlands was pressed for time and was forced to refuse. The names of the lady and gentleman? It was S/M. C. H. Wheeler of the National Council and his good lady.

The Ladies' Section organised a successful mystery tour which took them to Barnard Castle.

RYE

THE RYE Branch will, in October, be celebrating the tenth year of its commissioning. The meeting place is at the Crown Hotel, Rye, on the second Monday of each month. The President is Capt. E. H. Wethey, C.B.E., Royal Navy (Retd.), who is also ably supported at meetings by Capt. Howard and Comdr. Judd.

The Standard Bearer and escort, and several members were present at the Re-dedication Service, held at Hastings on June 24.

PORTSMOUTH

SINCE THE last issue of NAVY NEWS our Headquarters and Club has been the scene of great activity nightly. This has been due to operation "Paint Ship." As it has been carried out on a "Do it yourself" basis our many visitors from other branches who are spending their holidays in this area will have to forgive the scene of disorder which greeted them. However, one may once again enter the door safely without risk of having a "Pot or two" smacked in your hand and finding yourself up a ladder.

On Saturday, May 21, we held an extra-special social evening, the object being to raise funds for the "King George V Fund for Sailors." The evening was a great success, and the sum of £15 was duly sent to Lady Creasy, who has appealed for such donations. We notice that Havant Branch made a very noble effort in support of this fund.

On Saturday, June 16, about sixty of our members attended the Royal Tournament at Earls Court. This is a show that has never been missed by our members and as always they again enjoyed a very fine day.

Arrangements are now well in hand for our Annual Outing, and it has been decided that we shall this year visit Bristol Zoo on August 18 (no rude remarks, please).

Will close with the usual very good wishes to Shipmates everywhere from Pompey Branch.

ISLE of WIGHT

A LONG awaited event took place on Friday, June 15, when our members held their first meeting at our new premises in High Street, Ryde. About fifty members were present. After the Loyal Toast our Chairman proposed "The Club."

The Club will be open nightly, conforming to licensing laws, for a trial period. The ladies and shipmates were thanked for their good work of preparation on the new premises.

The Bembridge Branch have kindly presented us with an electric clock and we have also received a clock

from Mrs. Taylor, so that we shan't suffer from "Loss of Time."

Our Chairman read a letter from our new President, Capt. Edward Cooper, R.N., who is recovering from an illness, stating that he hopes to give his full support to the Club when fully recovered.

Our Treasurer, Shipmate Butler, proposes that Honorary Membership be conferred upon Mr. Derbyshire, the worthy host of the London Hotel, on whose premises we have previously held our meetings, in appreciation of his hospitality in the past and his kindly advice in the matter of stocking the Club. We extend a very hearty welcome to all members of the R.N.A., who are visiting the Island.

TWICKENHAM

THE BRANCH has been quite busy of late, and keeping in ship-shape order.

Woolwich Branch sent a boarding party along, and a good time was had by all.

Dorking Branch also visited us at the end of May and everyone had a most enjoyable evening.

Thank you both, Woolwich and Dorking; arrangements are in hand to pay you a return visit.

The main item of the month was our Re-dedication of the Branch Standard, which took place at St. Mary's Church on Sunday, June 3. The Branch Chaplain, Rev. W. J. Davies, Vicar of Twickenham, conducted the service in the presence of Rear-Admiral James Figgins, C.B.E., The Mayor of Twickenham, Councillor Mrs. M. E. Owen and representatives from Hounslow, Hanworth, Hampton, Molesey, Kingston and Barnes and Mortlake branches of The Royal Naval Association. There were also contingents from the Twickenham British Legion, Red Cross, St. John Ambulance Brigade, Kindred Organisations, Twickenham Sea Cadets and 627 Squadron of the A.T.C. Lessons were read by Rear-Admiral Figgins and the Mayor of Twickenham.

After the ceremony the salute and march past was taken by Rear-Admiral Figgins, accompanied by the Mayor, from a saluting base outside York House.

The march past was led by the band of the T. S. Willing, Twickenham, Sea Cadets, who are to be congratulated for their smartness and turn out.

Tea was served afterwards at St. Mary's Hall, and after a few short speeches the afternoon ceremony was brought to a close.

Thank you, Shipmates, from all branches for your co-operation and support in making it a most enjoyable and memorable day; and of course, to all members and friends of the Twickenham Branch for their generous gifts and donations, which made the tea a great success.

Thank you, ladies, for your devotion to duty and for the tremendous work you must have put in during the day to give us such delicious sandwiches and cakes, not forgetting the "cuppa" which was appreciated by everyone.

After tea, those who were able proceeded to our H.Q. at the "Crown," and a merry evening was spent with fun and games and a spot of music.

On Sunday, June 10, we visited the Star and Garter Home at Richmond for the A.G.M. of S.W. London Branch, and thoroughly enjoyed the meeting; also to meeting again the faces we know so well.

On Sunday, June 24, we are visiting Hastings, for the Dedication of the Standard and wish them every success.

We have received another item for our museum a silver-gilt dessert set, the reputed property of Admiral Doenitz, late C-in-C. German Navy, presented to the branch by our Navy, presented to the bank by our branch Chaplain, Rev. W. J. Davies. Arrangements are well in hand for the Reunion at Festival Hall and a coach has been booked for transport home.

Cheerio, Shipmates everywhere, until next month, hoping the weather man will be kind to all who are spending their annual holidays.

S.W. LONDON

FOR THE benefit of readers who do not know, all the ex-Royal Naval and Royal Marine inmates of the Star and Garter Home are honorary members of the South-West London Branch of the R.N.A. On Sunday, June 10, we held the annual re-union meeting at the Home. There were thirteen branches represented and in addition, were Cdr. Holmes, R.N. (Retd.), the Secretary of the Home, Vice-Admiral T. B. Drew, who is the President of this Branch, Lt.-Cdr. L. Maskell, the Association General Secretary, S/M. Legg, chairman of the National Council, and S/M. C. Wheeler, No. 1 Area

council member. The President of the Association, Admiral-of-the-Fleet, Sir John Cunningham, should have been present, but unfortunately he was taken ill and also suffered a family bereavement at the same time, and a telegram of sympathy was sent from the meeting. After the meeting was over, tea was served, and over sixty shipmates and their wives and friends sat down to the excellent tea that was laid on and presided over by Mr. Strickland, the Canteen Manager of the Home. A cheque for £5, and the collection of an additional £5, was presented on behalf of the Branch by Vice-Admiral Drew. These donations are all earmarked for the use of the ex-Naval lads in the Home, and do help to offset the high cost of cigarettes and other amenities, that makes the lives of these chaps more pleasant than it might otherwise be. It is really an object lesson, to see the outlook on life of the more unfortunate shipmates, as compared with most of us, who sound in wind and limb, are all too prone to grumble at small things, that after all don't really matter. If you should happen to find yourself in the vicinity of the Home at any time, please make a point of dropping in if only for a short while, ask for our new liaison shipmate, Walker, and he will put you right with the Association boys in there, and your visit will be really appreciated. Should you wish to know any more about the Home, write to me, G. W. Dickson, Hon. Secretary, S.W. London, 90 Woodmansterne Road, Streatham, S.W.16, and I will tell you all you want to know.

HOUNSLOW

NEW MEMBERS are still joining the Hounslow Branch of the R.N.A., although it is thought there are still many who would join if only they could be persuaded to come along. The meetings are held every Friday at 8 p.m. at the Railway Hotel, in Whitton Road.

Publicity about the R.N.A. is given in the local football programmes, and on the occasions when a naval film is being shown at the local cinema, representatives have been in attendance at the foyer. By this means the Chairman, S/M. J. Brown, of 17 North Drive, Hounslow, hopes to attract more recruits.

The Annual Dance is being held at the Town Hall on Saturday, October 10.

It is hoped to organise a visit to the Portsmouth Branch on September 8. Previous experience has shown that this visit is bound to be most enjoyable.

KINGSBURY and KENTON

THE ELECTION of our Treasurer, Mr. A. W. Bates, as Chairman of No. 1 Area, has given great satisfaction to our members. Mr. Bates has for many years worked wholeheartedly for the benefit of the Association, and his election is a well-earned and fitting honour.

The Branch monthly meeting is held at the Rest Hotel, Kenton, on the third Sunday of each month (except August), at 11 a.m. We should be pleased to welcome any serving members of the Naval Service at these Branch meetings.

WEST BROMWICH

THE DEDICATION of our Branch Standard is now definitely fixed for the afternoon of Sunday, September 30; and we would like as much support as possible from other branches; an invitation is extended to all, please book the date, you will hear more about it.

The Branch continues to grow in strength and attendance at meetings is extremely good, which is very encouraging to the officials. Thank you, one and all, for your support.

ISLE of MAN

HULLO, there, shipmates everywhere!

This is the Isle of Man Branch of the Royal Naval Association calling you. This is our first—and by no means last—edition to NAVY NEWS which we are delighted to share with you.

Our Branch was formed on March 28, 1955, when we enrolled nearly 100 members. The enthusiasm to join has been so great that at the time of going to press our membership stands at over 200.

We dedicated our standard on Sunday, July 31, 1955, the service being a very impressive one. The standard was dedicated by the Lord Bishop of Sodor and Man, assisted by the Rev. F. M. Cubbon, who is chaplain to the Association. After the service a march past was taken by His Excellency the Lieutenant-Governor of the Isle of Man, Sir Ambrose Flux Dundas.

We are hoping to be in our own

quarters by the end of September, and we do most sincerely welcome you when coming to our lovely island.

We have received letters, too numerous to answer, wishing us every success. May we take this opportunity of thanking you all for your messages, and we in return wish you all the very best.

Our Committee consists of the following: Chairman, S/M. J. W. W.

Hyde; vice-chairman, S/M. E. H. Rundle; secretary, S/M. J. Galt; treasurer, Miss M. Bateman, who is an ex-Wren. Other members are as follows: T. A. Caren, W. Teare, G. Quayle, J. O'Neill, W. Lockerby and B. Stoodley. Standard-bearer, D. Cannon.

Cheerio for now, shipmates, wherever you are, from us all here in the Isle of Man.

Letter to the Editor

MEMBERS of Pembroke House were given an opportunity to visit a preview of the Royal Tournament on Tuesday, June 5. The "Old-uns," as they are affectionately called, were taken to Earl's Court by the R.N. Barracks, Chatham, Welfare Coach. On the way they were given a sandwich lunch and on arrival were comfortably seated with a fine view of the arena. How they enjoyed every minute of the performance, and since their return, every minute detail of the show has been relived over and over again. To say they enjoyed their outing is just a mild understatement of fact. They relived, for a short space of time, their past service in the Royal Navy.

After the show the coach took them to the Headquarters of the R.N.A., Cunningham House. Here they were met by officials and entertained to high tea. Nothing was spared to make the occasion a real red letter day.

After tea they retired to the tastefully decorated lounge. Nothing had been missed that could help to create a naval atmosphere. Even one of the important doors is marked "Heads." The evening passed pleasantly but all too quickly. Yarns were swapped and songs were rendered by shipmates. The Chaplain, Jumper Collins, Toppley and Nixon all contributed, but the applause of the evening was for Hills—only 91 years young.

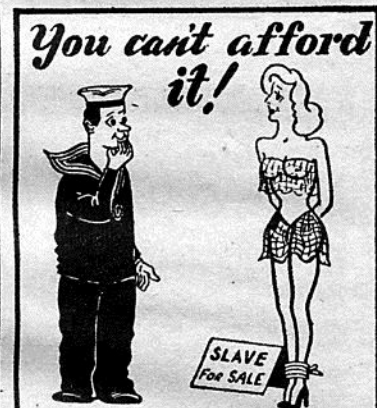
To bring the evening to a close the company sang "Now is the Hour" and followed it with "God Save the Queen." The coach was piped away at 10.15.

For such a memorable occasion many deserve the thanks of the company, but none more than the Ladies of Cunningham House. Bless them all.

Portsmouth Squadron Pulling Regatta

On Friday, June 29, the Portsmouth Squadron laid aside its training commitments for the day and held its annual pulling regatta. Results:

H.M.S. Vico (90 points); H.M.S. Starling (82); H.M.S. Redpole (70); H.M.S. Fleetwood (56); H.M.S. Plover (34); H.M.S. Rampart (33).



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NAVAL ALLOTMENTS WELCOMED

COMMAND NEWS

(Continued from page 9)

H.M.S. SULTAN

SINCE LAST month's contribution to NAVY NEWS, the commissioning day of H.M.S. Sultan has come and gone, favoured by fine weather, on the first day of June.

The commissioning ceremony itself was of considerable interest, in so far that it was a revival of a form of ceremony which had fallen into disuse for a number of years. Capt. L. F. Ingram, M.I.Mech.E., M.I.Mar.E., was handed the "Commissioning Order" by the Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O. This order, which originated from the Admiralty, and which the Captain read to the Ship's Company, authorised the naming of the establishment, and with the hoisting of the ensign, and the breaking out of the commissioning pendant, H.M.S. Sultan was commissioned.

The ceremonial salute, which could not previously be given as the ship was not in commission, was now given to the Commander-in-Chief, who then inspected the Guard of Honour, commanded by Lieut. P. Howard, R.N. The guard itself was entirely composed of leading engineering mechanics, from classes on course at H.M.S. Sultan.

Address by Commander-in-Chief

After the commissioning service, conducted by the Chaplain of the Fleet, the parade was briefly addressed by the Commander-in-Chief, who also took the salute of the march past of H.M.S. Sultan's ship's company. The various platoons marching past consisted of the engineering and ship-

wright personnel under training or on the training staff in the establishment. An additional point of interest was that all the officers in charge of platoons, under the Parade Commander, Cdr. R. H. P. Elvin, A.M.I.Mech.E., were technical officers of the Engineering or Instructor Branches.

Many distinguished guests watched the commissioning ceremony, including the Engineer-in-Chief of the Fleet, Vice-Admiral Sir Frank Mason, K.C.B.

The present Sultan is the fourth ship to bear the name, the first H.M.S. Sultan being commissioned in 1777. The last, prior to the present ship was a steam and sailing ship commissioned in 1871 and not finally scrapped until 1946, after serving as a training establishment for Engine Room ratings since the early 1900s.

New Establishment

The new establishment gives vastly improved facilities compared with those which existed at the M.T. & R.E. Flathouse. In the first place the living accommodation is of a high standard. The accommodation blocks are attractively laid out amidst lawns and trees, bordering the parade ground which must be one of the most spacious in any establishment in the Navy. A typical block houses about 70 Petty Officer mechanic candidates, and consists of four large rooms, the furniture for each man comprising a bunk, wardrobe, chest-of-drawers, wicker linen basket and a chair, all of modern and pleasing design. In addition sufficient easy chairs are provided to ensure that a good proportion of the mess can be

seated in real comfort at any time.

During the days when the establishment was occupied by naval airmen, the accommodation blocks were named after well-known aircraft carriers. It was thought fitting to rename the blocks with the names of those ships which had made outstanding contributions to the advancement of engineering in H.M. Navy. One example of this is "Rattler" block which takes its name from H.M.S. Rattler, which in 1844 carried out an unusual, but far-reaching duel with H.M.S. Allecto. These two ships had identical hulls and engines, but Rattler was fitted with a screw, whilst Allecto had the conventional (at that time) paddle-wheels. The two ships were lashed together, stern to stern, and the engines of Allecto started, and kept running until she towed Rattler stern first at a speed of 2 knots. Then the Rattler's engines were started, and after only five minutes she brought Allecto to a standstill, and started to move ahead against the full power of the latter's engines, finally obtaining a steady speed in this condition.

Amenities existing in the N.A.A.F.I. canteen include beer bars, two billiards rooms having four tables, television room, and of course the N.A.A.F.I. shop. Similar amenities exist in the Petty Officers and Chief Petty Officers messes, in which the lounge and television room is particularly well furnished and comfortable.

Sporting Facilities

Sultan is well served for sporting facilities. The playing fields alongside the accommodation blocks are extensive and in first-rate condition. There are four soccer, two hockey, one rugby and three cricket pitches, and one deck hockey pitch on the parade ground. The more individual games are catered for by the provision of tennis courts and a badminton court. H.M.S. Sultan have taken over H.M.S. Siskin fixtures, and it is hoped that the latter's prowess on the sports field will be in no way diminished by Sultan's teams in the coming seasons.

The sporting record to date is:—
Water Polo: Played 6, Won 4, Drawn 1, Lost 1.

Cricket: Played 6, Won 2, Lost 4.

Other amenities are a well stocked library and an information room. In addition hobbies such as woodwork will be catered for.

To turn to the more work-a-day side of the establishment. Over a dozen different types of courses for Engineering and Shipwright branch ratings are being run at Sultan. Amongst the longer courses are the Mechanician candidates who are under training for two years, and trained as fitters and turners in addition to completing a very intensive scholastic and engineering syllabus. The Mechanical Trainee's course for leading Engineering Mechanics of the Portsmouth Port Division is also housed here, and all National Service Engine Room Artificers receive their basic engineering training in the establishment. New courses for P.O.M.(E)s will be starting shortly. In order to make provision for these courses a great deal of new building and adaptation of old buildings took place. One notable example of this has been the transformation of one of the hangars into a huge workshop, housing hundreds of benches and vices, over a hundred lathes together with many milling, shaving and drilling machines.

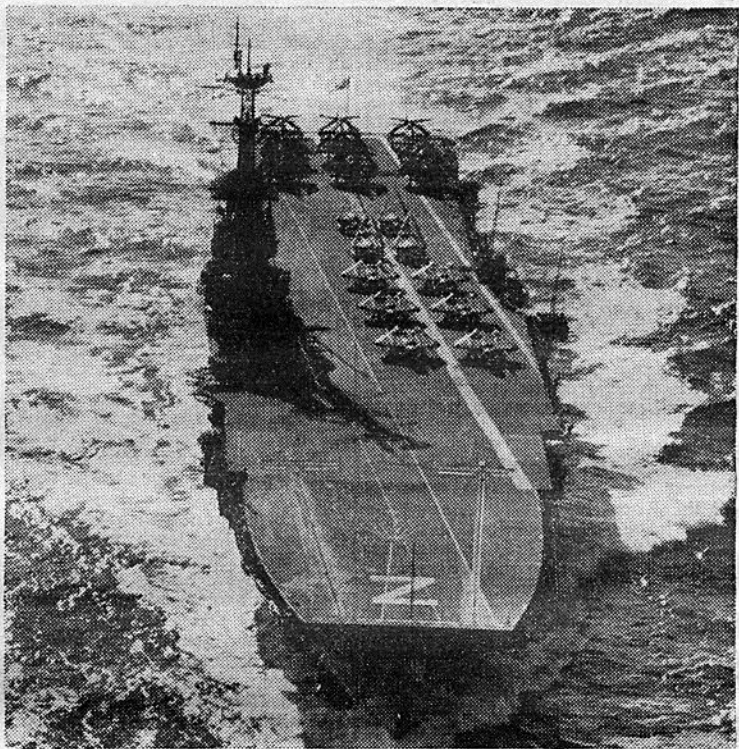
It may be interesting to note that the motto of H.M.S. Sultan is "Pedetentim" meaning step-by-step and is most appropriate, symbolising as it does the steady progress of the engineering branch, and at the same time, representing the mode of operating of the good mechanic, which it is the aim of the establishment to produce.

H.M.S. PHOENIX

THE COMMANDER-IN-CHIEF paid us his annual visit on June 15 when he inspected the Ship's Company of Phoenix, including Horsea Island W/T Station, and the Guard, commanded by Lieut.-Cdr. R. W. Herbert-Smith, and then took the salute at a march past. Later the C-in-C. was driven on a brief tour of Horsea Island and, on return, inspected messdecks and watched Training Classes undergoing instruction in all the subjects that come under the heading of A.B.C.D. He saw the A.B.C. Section Demonstration Floors where problems concerning the effects of nuclear weapons are studied, and watched a class carrying out radiological monitoring. Another class was coping dandy and valiantly with action damage under realistic conditions in the ship section unit. The Fire-Fighting Section laid on some impressive conflagrations, and the C-in-C. saw a class of civilian Reserve Section Instructors undergoing practical training in the newly formed Passive Defence Training Section.

(Continued on page 13, col. 1)

H.M.S. ALBION—Second Commission



ON JUNE 26 Albion re-commissioned. That evening she had about 1,000 men of the second commission on board but when she finishes her refit and sails to Malta to work up, this number will have increased to some 200 officers and 1,400 men. On 27th the ship's chaplain, the Rev. S. Fulton, M.A., conducted the re-commissioning service at which friends and relations were present. Before the service Capt. R. M. Smeeton, M.B.E., read out his Commissioning Order from the Commander-in-Chief.

First Commission Pays Off

Albion returned to Portsmouth on the evening of May 15. As she came alongside Pitch House jetty she was greeted by the Portsmouth Command Royal Marine band and over a thousand wives, sweethearts and relations. Since she last saw Portsmouth—three months before—Albion had visited the Far East and steamed nearly 30,000 miles.

Albion was then commanded by Capt. W. A. F. Hawkins, D.S.O., O.B.E., D.S.C., who is now going to Chatham as the Chief of Staff to the Commander-in-Chief, The Nore.

The Ship

This Albion is the sixth ship to bear the name and was first commissioned on May 24, 1954, having been built by Swan Hunters at Wallsend, and launched by Mrs. Clement Attlee (now Lady Attlee). She is an aircraft carrier of the Centaur class being 737 feet long and displacing nearly 28,000 tons when loaded.

Air Department

To operate her 30 aircraft Albion has an angled flight deck with two centre-line lifts, mirror landing sights, two catapults and plenty of modern equipment. Her flight deck team all carry personal miniature radio receivers so they can receive their orders in spite of the noise of aircraft on deck.

In charge of the flight deck is Lieut.-Cdr. D. H. Hamilton and the captain of the flight deck is Chief Airman H. R. J. Showell.

Albion will again be carrying a mixed bag of aircraft—Gannets, Sea Venoms, Sea Hawks, Skyraiders and Whirlwinds. Lieut.-Cdr. C. A. Brown, the Air Engineer Officer, and Lieut.-Cdr. L. Oliver, the Air Electrical Officer, will be responsible for maintaining the aircraft, and Chief Air Artificer H. E. Bulcraig will be in the air maintenance control office.

Head of the Air department is Cdr. A. D. Corkhill, D.S.C. Lieut.-Cdr. D. M. Steer—the Lieut.-Cdr. (Flying)—is his deputy.

Engineering Department

As well as the main machinery the engineers are responsible for the hydro-pneumatic catapults, the arrestor gear and a mass of other machinery including four large diesel- and four turbo-generators as well as evaporators that can distil 70,000 gallons a day.

To run all this equipment the Engineer Officer, Cdr. G. F. A. Trewby, has a department consisting of 15 officers and 280 ratings. Chief E.R.A. Green is the senior of the E.R.As. borne. Chief Mechanician R. H. Hannaford is the senior mechanic and the C.P.O. Engineering Mechanic J. Robson is the senior member of his branch.

Electrical Department

The generators provide 3,200 kilowatts, the distribution of which is

controlled at the main switchboard by remotely operated switches. Besides lighting, ventilation and heating, nearly all domestic services such as the galleys, bakery and laundry, are electrically operated. There is also a 500 line automatic telephone exchange and numerous broadcast systems throughout the ship. Head of the 92-strong department is Commander G. O. Barker, his deputy being Lieut.-Cdr. A. J. W. Chapple.

In charge of the various sections on the general electrical side are Chief Electrician J. Atter and Chief Electrical Artificer R. Forrow. Their counterparts on the radio side are Chief Radio Electrician R. Elkington and Chief Radio Electrical Artificer B. Smith.

Supply Department

Under Commander R. N. de C. Porter, M.B.E., the department musters 160 officers and men. Senior hands in the stores section, which carries some 30,000 items are Stores C.P.O.s. (S) W. R. Burt and C. S. Collins. Their opposite numbers in the victualling section are Stores C.P.O.s. (V) S. V. Mulliner and G. B. N. Jenner, who cater for 120 tons of food per month. Senior man in the ship's company galleys is C.P.O. Cook (S) C. H. Bell. He will be keeping an eye both on the galley for C.P.O.s. and P.O.s. and that for the junior ratings. The Wardroom galley is in the charge of C.P.O. Cook (O) H. J. Cooke.

In the pay office the senior rating will be C.P.O. Writer R. R. H. White. He has had the distinction of being invited to captain Australia and of having captained the State of Victoria at football.

Seaman Department

The head of the seaman department is Lieut.-Cdr. P. R. Fletcher, D.S.C., the First Lieutenant. He is also the ship's T.A.S. Officer, in which he is assisted by C.P.O. J. Davies, Lieut.-Cdr. R. W. Garson is Mate of the Upper Deck assisted by C.P.O. R. J. Mickleburgh as Chief Boatswain's Mate. Lieut.-Cdr. G. M. Harwood is helped by C.P.O. J. A. Macdonald in running the messdecks and dining halls. The latter was a P.O.W. in Japan for four years where he won a Mention in Despatches.

Marine Detachment

The O.C.R.M. is Capt. R. G. Ferguson and the Sergeant-Major is Colour Sergeant A. W. Nicholson.

Executive Staff

The executive officer is Commander P. G. Lachlan, M.B.E. His assistant is the gunnery officer—Lieut.-Cdr. P. L. C. Hall. Master-at-Arms McIntear heads the regulating staff. The commander's office is run by C.P.O. P. J. Beach, D.S.M., who was decorated for his part in the famous action when Cossack captured the German prison ship Altmark.

The New Captain

Promoted Commander in 1943 after having served as Assistant Naval Attaché (Air) in Washington, Capt. Smeeton served on the staffs of Admiral Nimitz and Admiral Vian in the Pacific. Since the war his appointments have been varied including the Command of the Commander-in-Chief's dispatch vessel Alert in the Far East, Director of Air Warfare Division at the Admiralty and Captain Air Mediterranean.

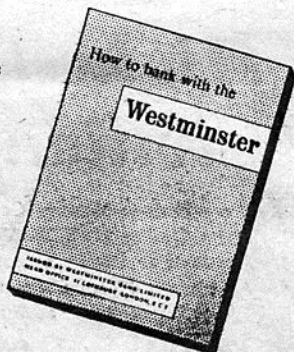


A Workshop

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There's nothing like an account at the Westminster for keeping money matters ship-shape. That is true for most people, whatever their occupation—and doubly true for Naval personnel. The Westminster Bank has had unusually long experience of their particular problems, for it has been dealing with the finances of Navy people since the days of Nelson.

Two booklets, obtainable free from any branch, will tell you how helpful the Bank can be. Ask for *How to bank with the Westminster* and *On using your Bank*

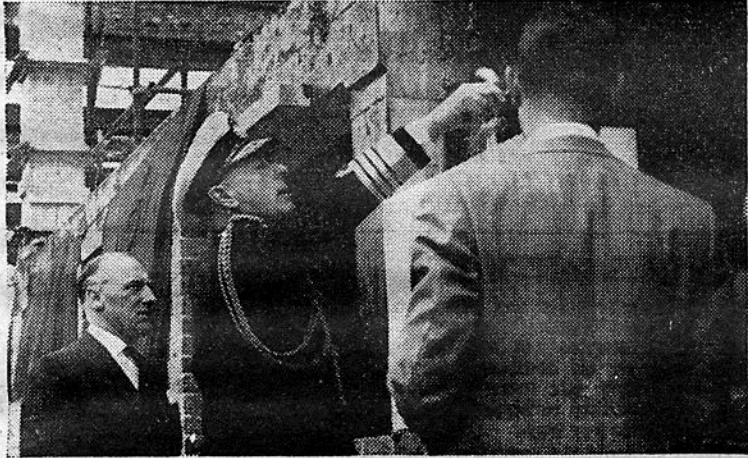


WESTMINSTER BANK LIMITED

H.M.S. MERCURY

THE LAST month has been a memorable one at H.M.S. Mercury with visits by Her Royal Highness The Duchess of Kent and the First Sea Lord, and by successes in sport by land, sea and swimming bath.

Foremost was the inspection by Her Royal Highness on Tuesday, June 12. Her main object was to see our Wrens, both regular and W.R.N.V.R., as their Chief Commandant. After arriving by air at the Mercury Helipoint, she was greeted by a Royal Guard of 96 New Entry Telegraphists, who paraded the Portsmouth Command's Queen's Colour in her honour. This was the first time the Colour has been paraded here since H.M.S. Mercury first commissioned and, very possibly, the first time the entire Royal Guard and Colour Party have all been Communicators.



The First Sea Lord laying the foundation stone of the new block

However, as the Royal visit is being covered more fully on another page, your correspondent will pass quickly on to the visit, days before, when the First Sea Lord, a Signal Officer by profession, came also by air to lay the Foundation Stone of the new Block.

Before taking part in this ceremony, Admiral Lord Mountbatten told us much of what is planned for the future in the shape of the "battle fleet" and in living conditions aboard the ships to come, about "drawing board" weapons, about the Royal Tournament, about . . . but here I must draw the veil of security over a most interesting talk.

Still, all work and ceremonial and no play has not been the order of the

day, so with a final mention of our Platoons at the Queen's Birthday Parade we will pass on.

Sport

Even with a floating population of keen types on course, working for Scale "A" pay, sports do not appear to have suffered. The cricketers have won five out of their nine games so far and even turn out on Saturdays so long as the "Bat and Ball" is not too far from cowshot corner; the Master of the "Meon Maid" has no difficulty in finding crews to sail the Solent, either just cruising or chasing our old friend the Monarch Bowl: our team of fish-head fire-fighters have not been unsuccessful against the professionals; and finally, and most successful of all, our water-polo team, who have played and won seven games so far in the Water-Polo League Division 2. The

W.R.N.S. have also been doing well, the relay team winning the invitation race at Vernon and Excellent and the swimming relay team coming second at Vernon's Aquatic Gala.

If you think the rest of the term is likely to be an anti-climax after all this pomp and ceremony, we beg to differ. The new Entries are getting back to their morse again, the Sigs. and Tels. are wondering why they came here for Killick's Course when they find now that all that is really necessary now is to sit the exam. and then there is always the latest Signal School Mess buzz (undoubtedly started by those rare birds, the Leading Signalmen) about special pay for special people.

H.M.S. DOLPHIN

THE PROGRAMME for Families' Day on July 28 holds strong promise for yet another memorable occasion. The Committee, under the chairmanship of the Commander, has prepared a comprehensive scheme by which all the manifold activities of H.M.S. Dolphin can be seen not only by the wives and girl friends but by the more critical of the Dolphin families—the young and younger fry. From 1330 to 1630 the Establishment and sub-marines will be open to families, and there will be numerous demonstrations—X craft diving in Haslar Creek, shallow water diving in the Swimming Pool, the attack teacher, and a host of other attractions. The tea interval, from 1530 to 1700, will be followed by Sports for children and parents on Haslar Field (1700 to 1800), a Punch and Judy Show, and, at 1815, Beating the Retreat and Ceremonial Sunset. There will also be, just previous to 1700, a Cadets Field Gun Run between the Dolphin, Vernon and Collingwood Cadets.

Families' Day

Those who attended the 1955 Families' Day will recall with deep pleasure the enthusiasm and the fun of that occasion, and it is with that spirit and with that enthusiasm in mind that this year's Families' Day has been planned. To round off the festivities the Families' Day Dance will be held from 2000 to 2330. To conclude with further attractions—Escape Training Tank, Trips round the Harbour, inspection of the model room—is but an earnest of what has been planned to make the afternoon of July 28 an afternoon which is excitingly different and magically memorable. Here, in the Dolphin Peninsula, is an old world atmosphere, knee deep in history, yet fully alive to the challenge of the twentieth century.

It will interest many Submariners to learn that a Submarine Old Comrades' Association Branch for Norfolk has recently started. The Secretary, Mr. J. F. Holdsworth, 18, Florence Road, Thorpe Hamlet, Norwich, asks those in the area who are qualified for membership to contact him. Meetings are held in the Royal Norfolk Veterans' Club, 9, Princes Street, Norwich, on the first Wednesday of every month, at 8 p.m. As there are some 40 or more ex-Submariners in the area the Secretary hopes to give further news of development. At a recent meeting the following elections were made:—President: G. W. Wiley, 88, Hill Crescent Road, Norwich; Chairman: S. F. Colman, "Three Tuns," Gorleston High Street, near Great Yarmouth; Treasurer: A. G. Smith, 290, Heigham Street, Norwich.

H.M. Submarine Aeneas (Lieut.-Cdr. Marchant) recently visited the Norwegian port of Drammen from June 2 to 8. It was the first submarine the local people had seen since the German U boats left in 1945. As such she was a source of extreme interest, and some 3,000 people visited the vessel daily. This number, it is suspected, included a host of small boys who, having emerged from one hatch, made instant efforts for another tour of inspection. The Drammen townsfolk were friendly, and Mr. Eric Bache, the local shipping agent, who was held during the war by the Germans as a hostage for reprisals against the Resistance, converted his office into a Submarine Depot Ship for Aeneas' stay. It was a most enjoyable visit, and it would appear that many of the ships' company intend to spend their next leave in Drammen to implement the numerous invitations to revisit.

In Memoriam

L/Wtr. E. T. Scully, D/MX 890838, R.N.A.S. Stretton, May 29, 1956.

Lieut. E. L. Johnson, R.N. R.N.A.S. Yeovilton, May 31, 1956.

Lieut. G. M. Nicholl, R.N. R.N.A.S. Yeovilton, May 31, 1956.

Lieut. B. McCrea-Wilson, R.N. Malta, May 31, 1956.

Able Seaman A. G. Hay, P/JX. 863774, June 3, 1956.

Lieut. Cdr. P. S. Brewer, R.N. R.N.A.S. Yeovilton, June 4, 1956.

Lieut. E. E. J. Massee, R.N. R.N.A.S. Yeovilton, June 4, 1956.

Elect. Art. A. J. W. Brewer, P/MX. 45497, June 4, 1956.

Aircraft Art. A. Wilson, L/SX. 100396, R.N.A.S. Ford, June 7, 1956.

Lieut. J. R. Haward, R.N. R.N.A.S. Lossiemouth, June 19, 1956.

survived the first round of the Chilcott Cup competition. At the Command Rifle Meeting, represented by Senior Commissioned Gunner C. E. Jones, C.P.O. Taylor, Supt. Daniels and Supt. Art. Bell we were second in both the Pistol Tiles and Bren Gun competitions. C.P.O. Taylor was second in the "X" Class for the Ryder Cup and is now shooting for the Command at Bisley.

R.N.A.S. BRAMCOTE

TO CELEBRATE the Queen's Official Birthday on May 31, 1956, a parade was held in Her Honour at Royal Naval Air Station, Bramcote.

Commander D. E. Barton, M.V.O., D.S.C., R.N., was the Parade Commander and the Parade consisted of 200 Naval Airmen and W.R.N.S. under training, plus a guard of 48 ratings selected from Naval Airmen under Technical Training. Prior to the arrival of the Inspecting Officer, Vice-Admiral Caspar John, C.B., who only that morning had learned of his K.C.B., the White Ensign was paraded by P.O. Gregory, escorted by C.P.O. Heaver and two men under training. On the arrival of Vice-Admiral Caspar John, who was accompanied by the Commanding Officer of the establishment, Capt. F. R. Twiss, D.S.C., R.N., the Parade advanced in review order. The Guard and Parade were then inspected on conclusion of which, the high-light of the Parade was to follow, namely, the breaking of the Royal Standard at the masthead. This is the only occasion on which the Royal Standard may be flown when the Sovereign is not present. As the Royal Marines Band played the National Anthem the Royal Standard fluttered from the masthead. Three rousing cheers were given for Her Majesty on completion of which the Royal Standard was slowly struck as the National Anthem was again played, signifying the departure of Her Majesty. Flag Officer Air (Home) flag was again broken at the masthead and he took the salute as the Parade marched past.

Official guests including the Lord Mayors of Leicester, Birmingham, the Mayor of Nuneaton and other dignitaries from the surrounding counties were entertained to lunch in the Ward Room. Many of the guests commented

on the smartness of the parade. They expressed surprise when they learned that most of the men on parade were undergoing New Entry training and had been in the Navy for only a few weeks.

Parliamentary Secretary Visits F.A.A.

THE HON. George Ward, M.P., Parliamentary and Financial Secretary to the Admiralty visited Ford and Lee on Friday, June 1.



He arrived at Ford in a Sea Prince during the forenoon, where he was met by the Flag Officer Flying Training, Rear-Admiral C. L. G. Evans, C.B.E., D.S.O., D.S.C., and by the Commanding Officer, Capt. L. E. D. Walthall, D.S.C., R.N.

After introductions, the party proceeded to the roof of the Control Tower where they saw a stream take-off of twenty-nine aircraft and a display of formation aerobatics by four Sea Hawks of 767 Squadron; a helicopter then gave a display of air-sea rescue methods.

Subsequently the Parliamentary Secretary himself went flying in a Vampire Trainer piloted by the Commanding Officer of 764 Squadron, Lieut.-Cdr. Battison, R.N. He remained airborne for about 30 minutes. After landing he visited the Air Traf-

fic Control Room and Ground Controlled Approach Unit; he also inspected some of the aircraft that had taken part in the display.

During the afternoon the Parliamentary Secretary visited 705 Squadron at Lee-on-Solent. He met the Commander (Air), Commander S. H. Suthers, R.N., and the Commanding Officer of 705 Squadron (Lieut.-Cdr. G. C. Knight, R.N.). Walking round the Squadron dispersal, he showed great interest in the aircraft of the Special Trials Flight (Lieut.-Cdr. G. G. Miller, R.N.) and was given a brief account of trials in progress.

Later the Parliamentary Secretary was given a brief flight in a Hiller helicopter piloted by Lieut.-Cdr. E. C. Spreadbury, the Senior Pilot of the Squadron.

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R.N.A.S. STRETTON



The Admiral Commanding Reserves, Rear Admiral G. Thistleton Smith, G.M., C.B., with a happy crowd of "week-enders" on the occasion of his inspection of the Northern Air Division at R.N. Air Station, Stretton, on June 9 and 10, 1956

THE ADMIRAL Commanding Reserves, Rear Admiral G. Thistleton Smith, G.M., C.B., R.N., visited the Station on June 9 and 10 for the Annual Inspection of the Northern Air Division R.N.V.R.

On the evening of the 9th, a Dinner, given in his honour was well attended by Officers of the Division.

A good turn out of these "week-enders" made a great impression on the

Sunday morning as the Admiral inspected the aircraft and personnel of 1831 and 1841 Squadrons, which were arranged on the apron.

After inspecting the offices, hangarage and accommodation of the Northern Air Division, a fly-past of Avengers and an aerobatic display of 1831 Squadron Attackers was witnessed by the Admiral. The latter looked very effective as they came up

to the top of a loop and fired their red smoke containers, situated on each wing tip, showing eight plumes of smoke on their way down.

1831 Squadron in Seafires landing on H.M.S. Illustrious in 1950 filmed in colour, was shown to the Admiral, after which he had lunch with the Commanding Officer, Capt. E. M. Harvey, before departing from the Air Station in an Avenger for Leuchars.

H.M.S. VERNON

THE MAIN events of the immediate past have, as is to be expected, been of the sporting variety and although they have been adequately covered by the *Evening News* reporters, it is felt that we should also comment on them in our personal column of this paper.

Firstly then, we raise our hats in salute to the Victor Ludorum of our Athletic Sports, John Galley, who was first in the High Jump, the 120 yards Hurdles, the 100 yards and third in the Long Jump. His achievement is all the more remarkable in that this is the second successive year in which he has been crowned "Victor of the Games." The second mention must be that of A.B. Patrick Splain who pulled off the 880 yards, the mile and three miles—a great tribute to his stamina; all who watched the finish of the last-named event will recall the thrill of his final burst of speed, a great race. Lieut. Barney Kavanagh, who is within a month of retirement, was just unable to repeat his performance of last year and finished second to Mr. McLachlan in the Veteran's race. It was a delight to see the Captain's daughter taking part in the Ladies' race in which she came second to Mrs. Simmonds, and equally pleas-

ant to see her receive her prize from the hand of her mother, who presented the prizes at the end of the games. Warrior "A" team won the sports with the Sub-Lieuts. a close second.

Swimming

Warrior team also won the Inter-Divisional Trophy in the Swimming Gala held at Pitt Street Baths. Some very good swimming and diving was displayed especially by L./Sea. Adlam who won two and came second in the other two of his four events—a good performance. Our thanks to the Pitt Street staff who helped us in so many ways.

Our Water Polo team also deserves a word of commendation. They have won seven of their eight games and have scored 41 goals and conceded 10. They are but one point behind the leaders in Division A of the Portsmouth Command League.

The high-light of Ceremonial Divisions recently was the presentation of the Long Service and Good Conduct Medal by the Captain to Chief Wren, E. M. Ellis. She joined the W.R.N.S. way back in May, 1941, and has served in Vernon for just over two years. She will long be remembered for her very fine performance as Dame Maud in our production of Rattigan's play

"Harlequinade" earlier in this year.

The Wardroom cricket team from Osprey narrowly defeated ours in a very exciting game. The winning stroke was made by their Shipwright Officer who, after brandishing his plank at every ball, finally connected and sent the ball to the boundary, it was a very enjoyable game.

The Royal Tournament at Earl's Court has attracted us since we have a vested interest in the "Night Convoy Action." All messes have organised coach tours and appear to have enjoyed their outings. We congratulate our representatives at this function for their very fine performance and have no doubt but that our personal entry in the Tournament is a success.

The United States Squadron is visiting Portsmouth on July 3, and we have been made host to the "Iowa" for the duration of their stay; we hope to entertain them well and look forward to our "duty" with pleasure.

History of Vernon

At long last the History of Vernon from 1930 to 1955 has been published. The book was written by Commander E. D. Webb, R.N., and is on sale from the Ward Room Office H.M.S. Vernon for 12s. 6d. per copy. A review of the book appears elsewhere in these pages. It is certainly a must for the personal library of every member of the T.A.S. branch and is of great interest to non-members.

Although an account of the activities of the Vernon branch of the Friendly Wives' Association always appears in these pages, we would like to express our appreciation to the committee under the chairmanship of Mrs. J. Grant, for all their hard work and efficiency in the organisation of their functions which are very varied and always of great interest to the members. Well done, and long may you flourish so successfully.

See page 16
for
Classified
Advertisements

ROYAL NAVY AT RIFLE BRIGADE DEPOT, WINCHESTER

PERMISSION HAS recently been granted to the Rifle Brigade to incorporate a naval crown in the regimental badge, in recognition of the part which the Regiment played at the Battle of Copenhagen in 1801, when companies of the Rifle Brigade served as "Sharpshooters" in H.M.S. Elephant, and as there is no ship of this name in commission today it has been agreed that the association shall be between the Regiment and the Royal Naval Barracks, Portsmouth, because Nelson was flying his flag in Elephant at Copenhagen and the Barracks bears the name of Nelson's most famous flagship, Elephant is also depicted and named in a painting of the Battle of Copenhagen by Wylie which appears on the wall of the Wardroom Mess; and furthermore, these Barracks, like the Rifle Brigade Depot, are situated in Hampshire.

As the first step in the association, the Commodore, Commodore T. Y. Thompson, was invited to take the salute at the passing-out parade of National Service men held on Thursday, June 28, and to take a party of

officers and senior ratings to witness the parade.

The parade took place after an excellent lunch in the Officers' and Warrant Officers' Mess, and was followed by an address by the Commodore, in which he stressed the degree to which the two Services had always relied on each other, and his conviction that they would continue to do so.

After the address the parade marched past at the Naval spectators, at least—incredible rate of 144 to the minute, and then attended a short church service. This was followed by tea, after which some of the Naval officers and ratings were shown round the museum, which contains many interesting relics of past battles fought and honours won.

Many families and past members of the Brigade attended the parade, including five holders of the Victoria Cross, some of them in this country for the first time for many years. It was a memorable occasion, and a most fitting beginning to an association which will assuredly bring pleasure and benefit to us all.

R.N.A.S. ANTHORN

AS AN adjective for the month of June, the word "flaming" has this year acquired a meaning not intended by Longfellow or his confreres. At the time of writing, not more than two days have qualified to be described as summer-like in any way.

However, amid the sounds of pouring rain and broadcasts about dried-up reservoirs(!), we have kept ourselves busy, with the Admiral's inspection heading the list of events. This took place on June 19 and 20, luckily without any rain. One of the interesting general drills carried out was "to construct a Mangonel" (a Roman engine of war). It looked a fearsome weapon, and its crew of "slave labour" looked and acted the part well. Unfortunately, its maximum range proved to be not more than 5 ft.!

Anthorn staged a Naval Exhibition in connection with Workington Shopping Week from June 9 to 16. Nearly 2,000 people visited the display, and over 700 watched screenings of films of naval interest. It is hoped that a large number of them will follow up their interest by coming to our Air Day on July 21.

Our Band took part on June 12 in a ceremony, recorded for B.B.C. television, in which a Cadet Class dinghy, built by the Carlisle Sea Cadets, was launched by the Countess of Carlisle.

Another and more spectacular ceremony was performed the other day when our Air/Sea Rescue dory made her maiden voyage on a static water tank. The "stripes per inch immersion" ratio of the crew must have constituted a record hard to beat.

The cricket 1st XI is having a highly successful season, though having to play on a fantastic variety of pitches. One recent example consisted of an ordinary grazing field, of which an area of 22 yards by 5 yards had been run over with a lawn mower! The Met. Officer, who was playing, was called upon to forecast the icing level for some of the bumpers bowled that day. In another recent match, after five of our opponents' wickets had fallen, two boundary byes in one over multiplied their total by nine! (They were all out soon afterwards for 11.)

Whatever the final result, our hearty congratulations to the Air Command Field-Gun Crew, who have already established a firm lead for all three trophies.

Forces Motoring Club

THE INAUGURAL meeting of the Portsmouth Group took place on Wednesday, June 6, at Hilsa Barracks, at which representatives from the Navy, Army and Air Force were present.

It was decided that the working committee should consist of a secretary, social secretary and a representative from each of the three Forces.

As a first venture a film show was held in the cinema of the R.A.O.C. Barracks, Hilsa, on Friday, June 15, to which members and prospective members and their wives and girl friends were invited. A buffet supper was provided and a bar was available, and apart from a slight hitch when it was discovered that one of the films had been wound in reverse, an extremely enjoyable and interesting evening ensued; in fact, it was suggested that this type of get-together should be repeated.

The next venture is to take the form of a treasure hunt, to be held on a Sunday in July. Full details are not yet to hand, but these should be forthcoming before the end of June. It is hoped that this will receive equally good support, and of course wives, girl friends and children are welcome. Full details will be promulgated in P.T.Ms. in due course.

For the benefit of the uninitiated, the Forces Motoring Club is run for the exclusive benefit of all serving members and ex-members of the Fighting Forces, including the Women's Forces, who are interested in motoring, whether car or motor-cycle owners or not.

Many economical advantages can be gained by joining, in the way of associate membership of the R.A.C. (not A.A.), vehicle insurance and trade prices for accessories, etc., and in addition, social gatherings, treasure hunts, navigation trials, driving tests, etc., are held from time to time.

Few of the members own large or "racy" cars and most have to use the family buggy, so no one need be scared of joining because his car is of pre-war vintage.

Full details and application forms can be obtained from: The Secretary, Headquarters, The Forces Motoring Club, 2 Charterhouse Mews, London, E.C.1. Your Naval Representative is Shipwright Lieut. F. E. A. White, R.N., Barrackmaster, Royal Naval Barracks, Portsmouth. Tel.: Dockyard, ext. 2575.

"GIVE US THE TOOLS AND WE WILL FINISH THE JOB"

The Second Ryde (Sea Scout) Group (Admiral Calthorpe's Own), have been faced with a desperate situation as they have to find a new home. The membership of this group is over 80 and its Sea Scout Training contributes much to the successful pursuit of their work and personal spiritual background.

A piece of land has been given to the group and it is their intention to erect their own boathouse.

Funds are urgently needed, and any contributions should be forwarded to Mr. R. A. W. Vigar, The Hon. Treasurer, Second Ryde (Sea Scout) Group, 24, Circular Road, Elmfield, Ryde, I.W.

H.M.S. PHOENIX



The Commander-in-Chief, Portsmouth, during his inspection of H.M.S. Phoenix



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ISSUED BY H.M. FORCES SAVINGS COMMITTEE

SPORTS PAGE

HOME AIR COMMAND

ATHLETICS

"ATHLETICS"—THAT word, it's on everyone's lips in the Command, but let's find out why and take a fictitious flight to R.N.A.S. "Somewhere."

On arrival, everything seems peaceful, except a small area of green; the notice says "Sports Field," so let's take a look. I'm sure the activity here must have some purpose, we join the crowd to find out the secret. Over in the corner a motley group of men, all shapes and sizes and in various rigs more in keeping with "Harry Tate's outfit." "Mind your head"—a shout in one's ears, a quick duck and we avoid a discus thrown with very much more enthusiasm than ability. "Ah," the motley crowd are tearing along at breakneck speed, running round the 440-yard track in an effort to cover the distance in the shortest possible time that their varying physiques will permit. At the end of this scamper, the area round the finish represents a combination of an Irish Parliament and a riot, with officials in earnest conference, a few inert, breathless bodies being revived by fellow runners, and others rushing around, not worried about the result but just muttering mysterious words, "What was the time—how many points?" Obviously "time" and "points" are very vital.

Activity

Despite the activity on the track, there are smaller groups in various stages of competition in field events. Occasionally a figure departs for quieter surroundings, seeking rest for a willing but very weary body, sometimes the figure shows outward signs of unaccustomed exertions and detours via the Sick Bay to seek solace from the stocks of muscle loosening liquids and the heat of special lamps.

Oddly enough, amongst this throng of apparent enthusiasts we see a rather overburdened fellow with watches, books, cards, pencils, tape measures, and wearing a very harassed expression, from time to time directing a small number of minions from one end of the field to the other.

This fellow remains at his post, and only with the setting sun does he turn his back on a deserted field, and with a thankful shrug wends a weary way to a silent block of offices.

It is time to go, and leaving one office light shining into the night we gently close the door marked "Sports Officer," leaving him to burn the midnight oil, and bidding a silent good-night to the minions and their volunteer aides, who are disposing of well-earned drinks (alcoholic or otherwise), we return home, and to bed, but even in sleep we find nightmares disturb our rest, always the same thing; that cause, the end to which the activity was aimed—"H.A.C. Inter-Departmental Athletic Competition"—and we might add we know hundreds who share our nightmare. So ends a fairy-tale flight.

To return from fancy to reality, what has been said does ring true in many respects. The impact of this competition has been very real, although the testing period has yet to come in Phase II, when battle will really be on.

Tremendous Effort

Firstly, in all fairness, let us say that the tremendous effort put into Phase I by officials, athletes and organisers has been very gratifying, as results will show. The complications, the weather, the obstacles, lack of good facilities—all have been overcome and from the difficulties of this experimental phase have come results more than worthy of the efforts put into it; but let us also say that the individual results can be improved upon, both by the ten point man and the one point man, only by keeping at it until the end of the competition.

At the time of going to press, Phase II will have been in progress two weeks and the Command championships completed. It is too early to expect the results already achieved to carry the Command to the top of Naval athletics, but no doubt it will help the Command in the future; individual results have already indicated this very clearly.

From the future to the present; to the results, already published in full in H.A.C.S.I.s., Bramcote have shown the way. With six teams competing, five qualified and occupy 1st, 2nd, 4th, 5th and 6th positions in the table of adjusted scores, the sixth team only failed to qualify by one

man not attaining the necessary point.

It is estimated that well over 3,500 competitors took part, which speaks for itself.

Ford's "Armoury" division have split the Bramcote forces by coming up with a score of 308 points with only 50 men. Incidentally, AA3. Valentine, last month's "Sportsman of the Month," belongs to this Division.

Congratulations

Congratulations to Bramcote and Ford on their really encouraging efforts—keep it up. Who's going to challenge them in the next Phase?

Individual performances have been good, and in particular 30 points by Sub-Lieut. Jackson of the "Observer School"; a pity Inst-Lieut. Bennett of Ariel and Lieut. Carter of Yeovilton did not try three events, instead of two. Had they done so, 30 points might have been easily beaten.

It is difficult to give outstanding performances in track events as conditions varied quite considerably, but some field event achievements are worthy of note.

Hop, Step and Jump—42 ft. 9 ins. (Lieut. Bennett (Ariel)); **Shot**—42 ft. 2½ ins. N.A. Norris (Eglington); **High Jump**—5 ft. 7½ ins. N.A. Ross (Bramcote); **Javelin**—145 ft. 10 ins. N.A. Redford (Eglington); **Discus**—113 ft. 6 ins. N.A. Dye (Brawdy) and **Long Jump**—21 ft. Lieut. Bennett (Ariel).

As already stated, track conditions varied, but here are the best times recorded—

100 yards—10.1 secs. Lieut. Carter (Yeovilton); **220 yards**—23.4 secs. Lieut. Carter (Yeovilton); **440 yards**—53 secs. LREM. Boyes (Ariel); **880 yards**—2 mins. 7 secs. AA3. Humphreys (Eglington) and **1 mile**—4 mins. 34 secs. AA3. Humphreys (Eglington).

These individual results are of course one month old and it can only be hoped that all times and distances will have been bettered, either by those named or possibly by others who have come so close to the best performances.

Conclusion

Before concluding this summary of athletics, here are three points to remember:—

- Those teams who did qualify but did not come very high in the table should remember the many teams who did not qualify;
- If you want to win, every man must try to get a point, particularly in the 100 yards (the easiest event) and must enter three events (his best three—which practice will produce), to obtain as many points as he can collect;
- It's the highest score obtained in either Phase I or II of the competition, not the aggregate score, that will decide the winning team.

Finally, we look forward to the Inter-Command championships at Portsmouth on July 11 and whatever the result everyone who took part in the Inter-departmental competitions will have contributed to H.A.C. and Navy athletics.

SWIMMING

The H.A.C. Swimming trials will take place at Portsmouth on Monday, July 23.

Facilities for swimming in the Air Command are regrettably lacking and, therefore, the standard of swimming has consequently suffered. This year it has been decided to enter only individuals in the Inter-Command championships, and these individuals must of course be of a fairly high standard, in keeping with the standards of the other Commands.

The intention of entering only individuals recognises our lack of opportunity and facilities and is to try and save money when and where we can.

Swimming in the Royal Navy today is of a fairly high standard at Command and Service level, and therefore we in the Air Command have to produce swimmers of an equally high standard, but who have little or no opportunity of training.

The responsibility of getting high-class swimmers therefore falls entirely on the shoulders of the swimmers themselves; they must train when and where they can, which does

mean giving up a lot of their spare time.

Finally, Divers—you must prepare yourselves at 3 metre (firm) and 1 metre (spring) long before coming to the H.A.C. trials; only practice and still more practice, will make you a good diver.

SAILING

The Home Air Command's 50 square metre yacht See Here continues to be dogged by misfortune. She was again dismasted, this time during the return race from Poole to Calshot on May 29. On this occasion the cause of the accident is understood to be the failure of the shackle connecting the cap shroud to the mast. Repairs are being undertaken by Messrs. Newman at Poole and it is hoped that she will be ready by June 20.

Sea Swallow's extended refit is now nearly complete. She is to be sent by road to Abbotsinch where she will be put in the water and take part in the Clyde fortnight, returning to the Solent in time for Cowes Week.

See Here will race in the R.N.A.S. and Royal Albert Yacht Clubs' regattas at Southsea on June 30 and July 1, the Island Sailing Club's "Round the Island" race on July 7 and the R.O.R.C. Dinard and Channel races on July 12 and 27 respectively. Subsequently she joins her sister in the Solent for Cowes Week.

Helmsmen from H.M.S. Daedalus have had a fairly successful season so far in service boats. In the first two races for the Arnold Cup, L./Wtr. Bell has scored a first and a third, the whalers finishing third and fifth. In the Yarmouth Cup series, H.M.S. Daedalus combined with H.M.S. St. Vincent to form a team. In the first race, a Daedalus helmsman was fifth and in the second race Daedalus helmsmen were first and second.

TENNIS TOURNAMENT, 1956

As usual, the H.A.C. Singles Tennis tournament was held at the Alverstoke L.T.C. on June 14 and 15. The entry this year was very small and as a result all the rounds, except the finals, were completed on the first day. Unfortunately L.A. Cook (Lossiemouth) twisted his ankle in the semi-final, which he won, and LSA Gundry (Yeovilton) was awarded a "walk over" for the Hummingbird Trophy. There was some quite good play in the final of the Peewit Trophy, Lieut. Bruce (Culdrose), although 0-4 down in the second set, finally won 6-2, 7-5 against Lieut. Young (Arbroath). After the finals, doubles trials were held to pick a team to represent the Home Air Command versus Devonport in the first round of the Inter-Command. This is to be held at Mount Wise, Devonport, on June 28 and 29. The team chosen is as follows:—

Lieut. Bruce (Culdrose); L.S.A. Gundry (Yeovilton); Lieut. Young (Arbroath); L.A. Cook (Lossiemouth) and Lieut. Cox (Lee). Reserves: N.A. Lawrence (Ford); Lieut. Jones (Lee).

One point of interest to note this year is that the standard of the Ratings play was up to, if not better than, that of the Officers. This is a good sign and we hope it will continue.

Royal Tournament 1956

A RADICAL change was made this year in the numbers qualifying for the inter-Services (Phase IV) Individual championships. Instead of a total of 32 fencers qualifying in each weapon, this number was reduced to 18 (3 R. Navy, 3 R.M., 6 Army and 6 R.A.F.), the object being to raise the over-all standard of the fencing at the Royal Tournament. This object was most definitely achieved, although many fencers found it a considerable strain fighting in the morning for the four qualifying places in the semi-final pool of nine, with the final pool of eight in the afternoon.

Placings of R.N. and R.M. fencers were:

Epee—6th, L./Sea. Pearson.

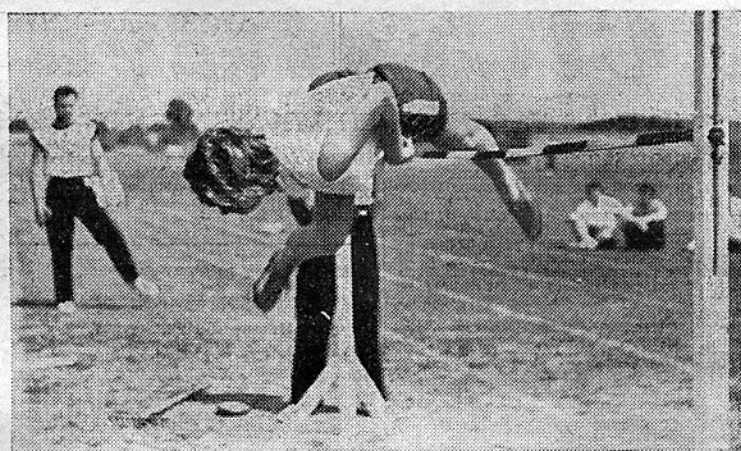
Sabre—1st. Sgt. Thompson, R.M.; 2nd, Sgt. Maker, R.M.; 5th, Lieut. H. A. Winckles, R.N.

Bayonet Team Competition—2nd, Royal Marines; 4th, Royal Navy.

Foil—1st, Sgt. Thompson, R.M.; 3rd, Cpl. Joyce, R.M.; 5th, L./Sea. Pearson.

Bayonets—1st, R.S.M. Rendles, R.M.; 2nd, Q.M.S. Dance, R.M.; 3rd, P.O. Tedder; 4th, Sgt. Lake, R.M.

Dismounted Champion-at-Arms—1st, S.I. Howard (Army), 17 points; 2nd, Sgt. Thompson, R.M., 16 points.



Leading Wren Maureen Kelly rolling westwards in the high jump event, R.N.A.S., Yeovilton, Sports, on May 30

HOME FLEET

UNITS OF the Home Fleet assembled at Invergordon during the second week in May. Although the weather has been grim, a full sporting programme has been completed. Ships have been playing friendly games of football, hockey and rugby. The Fleet cricket cup competition has reached the final stage; results so far:

Tyne/Apollo beat the Darings by 5 wickets.

The Sixth Destroyer Squadron beat Glasgow by 7 wickets.

Tyne/Apollo beat the Sixth Destroyer Squadron by 35 runs.

The winners of the match between Theseus and Ocean will now play Tyne/Apollo in the final at Rosyth on July 7.

A large entry competed in the traditional Obstacle Whaler Race, which has now replaced the pre-war crash cutter event. Norwegian ships present had entered three boats, but were prevented from competing as the race was postponed 24 hours owing to the weather. The result was as follows:

First, Defender; second, Contest; third, Glasgow; fourth, Glasgow; fifth, Apollo; sixth, Tyne; seventh,

Battleaxe; eighth, Tyne; ninth, Scorpion; tenth, Comet; eleventh, Tyne.

Delight was disqualified at the start.

The annual Fleet golf tournament was held on the Tain course over the Whitsun week-end. Results:

Britannia Cup Singles

First, Tyne/Apollo; second, Glasgow/Reward; third, Sixth Destroyer Squadron.

Foursomes Cup

First, Glasgow/Reward; second, Tyne/Apollo; third, Sixth Destroyer Squadron.

Martineau Cup

In the annual match with Tain Golf Club, the Fleet were defeated by 9 matches to 2, with two halved.

Fleet Tennis championship results:

Singles

Winner: Lieut.-Cdr. M. L. Y. Ainsworth, Tyne. Runner-up: Lieut. I. B. Sutherland, Tyne.

Doubles

Winners: Cdr. W. P. B. Barber, D.S.C., Tyne; Lieut.-Cdr. M. L. Y. Ainsworth, Tyne. Runner-up: Rev. R. J. W. Tate, Glasgow; Mr. De La Plain, Glasgow.



FOR ONLY
9½

YOU CAN KNOW

new smoking satisfaction

That's the amazingly low price of a RIZLA Rolling Machine (including FREE packet of RIZLA cigarette papers). Try today this wonderfully economical way of smoking.

IT'S SO EASY!

With RIZLA it is simple to make firm, perfectly-packed cigarettes... a really satisfying smoke with your own choice of tobacco.

CIGARETTES SIZE-SUITED TO ALL OCCASIONS

With RIZLA you can make cigarettes giving smoking times from 5 to 15 minutes. And for extra economy ask for Rizla special Filter Tips.

RIZLA

**CIGARETTE PAPERS
FILTER TIPS
AND A ROLLER**



Classified Advertisements

SITUATIONS VACANT

ELECTRICAL ENGINEERS. Applications are invited from men with electrical experience for practical work with Analogue Computer Operation in the Aero Engine Controls Department. The selected applicant will be required, after suitable training, to use his own initiative in the development and construction of circuits for use on such computers and in addition be responsible for the maintenance of the computers. Ex-Service radar technicians will be suitable for this position. Applications, quoting "Analogue Controls," should be made to the Technical Personnel Officer, Armstrong Siddeley Motors Limited, Parkside, Coventry.

DRIVER, ex-R.N. or R.A.F., wanted for driving, car maintenance and miscellaneous duties; permanent job, Central Westminster, for conscientious man; living accommodation might be provided for suitable applicant.—Box No. 34 "Navy News."

WHEN YOU LEAVE THE ROYAL NAVY, vacancies exist at H.M. Naval Base, Portland, for bona fide craftsmen of shipwright, smith and electrical fitter grades. Pay, prospects and conditions of service as in force at all H.M. Dockyards. Application to the Chief Engineer, H.M. Naval Base, Portland, Dorset.

MAN wanted to work in garden and to relieve porter; state age.—Apply Carnarvon Hotel, Ealing Common, London, W.5.

ARMSTRONG SIDDELEY MOTORS invite applications from junior and senior mechanical designers and technical assistants to join their project design team for work on aircraft gas turbines and a variety of other fascinating problems associated with supersonic flight. This is an exceptional opportunity for the above-average designer accustomed to higher class work and with a flair for inventiveness, originality and responsibility, to gain experience and knowledge in pleasant surroundings. Very attractive salaries will be paid for experience. Application, quoting Reference SR./DA, to Technical Personnel Manager, Armstrong Siddeley Motors, Coventry.

VICKERS-ARMSTRONGS

(Engineers) LTD. CRAYFORD, KENT

HAVE VACANCIES FOR ELECTRONIC ENGINEERS

With some industrial experience, preferably in low power servo systems and/or associated test equipment and appropriate degree or Higher National Certificate.

ELECTRONIC TECHNICIANS

with service experience of Radio, Radar and Electronic Equipment, especially Pulse circuitry. Theoretical training to O.N.C. or equivalent standard. Selected candidates will be given training in Testing and Adjusting Electronic Computers.

Applications should be made in writing to:—MANAGER, ENGINEERING DEPT. & LABOUR

SITUATIONS VACANT—contd.

TIME expired ex-naval man with good service record required for commissionaire duties. Time-keeping and security. Write or apply Mr. Arnold, Witherby & Co. Ltd., 110/113 Tottenham Court Road, W.1.

YOUR FUTURE IS ASSURED

We make specialised Electronic Equipment for Industry and the Services.

The demand for our products is constantly increasing

There will be no slump in Nuclear Engineering or in the field of Automation. So if you work for us you will be kept in FULL employment. Our work is intricate, interesting and satisfying. We have opportunities for first-class

SHEET METAL WORKERS.

DETAIL FITTERS

INSTRUMENT MAKERS.

so if you are up to our standard, write, phone or call to see us. Appointments arranged for evenings or week-ends.

Pleasant Working Conditions Good Prospects

Pension Scheme. Five-day week.

MERVYN INSTRUMENTS,
COPSE ROAD ST. JOHN'S,
WOKING, SURREY
Phone Woking 2091

ENGINEER required for maintenance and development of confectionery plant; experience of confectionery machinery is not essential, but the applicant must be skilled in milling, turning and fitting, and some experience of welding and sheet metal work would be an advantage. A permanent position, with good prospects, is offered to a first-class man, with the option to become a member of the staff with monthly salary, but to commence with wages are offered at 55. 6d. per hour. The factory is on the Trading Estate, Farnham, but applicants should write or telephone to: Dickson, Orde & Co. Ltd., Clive Lodge, Albury, Surrey. Phone: Shere 148.

CONFEDERATION LIFE ASSOCIATION OF CANADA (established 1871; assets over £113,000,000) celebrates its 50th U.K. year of progress in 1956 with further planned expansion. Salesmen of above-average ability, integrity and real drive are invited to apply for consideration for paid training, fitting them for a highly responsible and exacting career necessitating high-level approaches and resembling the operating of one's own business, with opportunities of incomes well above average, and prospects of promotion. These responsible appointments will be made only after most careful consideration. Please write comprehensively and in confidence to Manager, U.K. Branches, 18 Park Lane, London, W.1.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

HOLIDAY ACCOMMODATION

NEW FOREST area, Sandybells, Fordbridge. Four-bed caravan. Color gas. Booked July 21 to August 25.—Mrs. Adams, Market Place, Fordbridge.

GUERNSEY. Book now for your leave at the White Castle, 12 The Grange, B.B. and E.M. Everything here is duty-free. Vacancies June onwards. Singles, doubles, trebles. Send S.A.E. for terms.

SPEND YOUR LEAVE in Blackpool. Board residence and bed and breakfast. Vacancies all year round. Hot and cold water, spring interior mattresses all rooms. One minute sea, station and Tower.—Mrs. Ogden, 8 Winifred Street, off Albert Road, Blackpool.

BOGNOR. Four-bed caravan, fully equipped, gas cooking, modern sanitation.—Phone Farnham 6636.

SOUTHSEA. 68 Whitwell Road.—Bed and breakfast, evening meal; minute pier.—Phone 32637, Mrs. Bartlett.

HOUSES FOR SALE

FOR SALE (privately). Hill, Slopes, Portchester. Pre-war bungalow, semi-detached. Living-room, 2 bedrooms, h. and c., new stove; walled-in front. Garage space, garden and orchard.—Box No. 36 "Navy News."

HOUSES FOR SALE—contd.

FAREHAM. Modern 3-bedroomed house, semi-circular bays, perfect condition, indoor and outdoor sanitation. Close to shops and buses and school. Good garage. Neat gardens. £1,750 or near offer.—Box No. 37 "Navy News."

DO you desire house ownership? Why pay excessive rent. House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future. 90 per cent. to 100 per cent. loans advanced. Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

COPNOR. Semi-detached, double bays, 2 reception, 3 bedrooms, kitchen, bathroom, side entrance, double doors, shed. £1,800.—To view write 40 Martia Road, Copnor, Portsmouth.

FOR SALE. Freehold house, Hayling Island. Very select road, 100 yards from sea. Three bedrooms, 2 reception, kitchenette, bath, etc.; lovely well laid out garden, fruit trees, rockery, pond, rustic aviary, brick greenhouse, sheds, conservatory, large garage, first-class condition inside and out. £2,650.—Denehurst, Alexandra Avenue, Hayling Island. Phone 77307 or 77702.

SOUTHSEA. Facing Canoe Lake and the sea, £500 deposit secures spacious ground floor flat comprising entrance hall, 2 living-rooms, 2 bedrooms, kitchen, bathroom and w.c. Garage available. £2,000 mortgage arranged. Freehold £2,500.—D. M. Nesbit & Co., F.A.L., Kingston Cross, North End, Portsmouth, Phone 2051.

ACCOMMODATION WANTED

WANTED. furnished self-contained flat by young naval couple with no children or pets.—Box No. 35 "Navy News."

CARS

WADHAM BROS. LIMITED

STANDARD HOUSE

89 PALMERSTON ROAD, SOUTHSEA
Phone Portsmouth 2468

ARE YOU GOING ABROAD?

If so, why not purchase your car now, free of purchase tax, and use it for the intervening period? Details on application.

Hire-Purchase Terms:

50% deposit. Balance over two years.

"USED CARS YOU CAN TRUST"

1954 Standard 8 saloon, interior heater; colour grey; 28,000 miles only £495

1956 Standard 10 Companion Estate car; indistinguishable from new; colour grey; 9,000 miles only £650

1955 Standard 8 de luxe saloon, fitted heaters, wing mirrors, bonnet motif; colour grey, 9,000 miles only £495

Cyclemaster, complete and fully licensed to end of year; ready to ride away £12 10

Several cars, medium horse power, from £50 to £150

Hire-purchase and Insurance arranged

MISCELLANEOUS

SUBMARINE SOUVENIRS wanted for museum; instruments, fittings, equipment purchased. Anything connected U-boats wanted. Summers, Red Lion, Henley-on-Thames.

TAXIS. Ajax. Phone: 4304, 71240, 2-hour service.—10 Hyde Park Road (close Guildhall).

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"I WISH I had a car, or my own house"—how often do we hear or say this? Make your wishes come true by effecting a Comprehensive Endowment Policy now. Special reduced rates when payable by allotment.—Write for full particulars, W. E. King, 26 Hawthorn Crescent, Cosham, Portsmouth.

DUCKINGS — Aylesbury, Kourland. One week old. Ready July 20, 2s. each. Duck eggs for hatching, reliable strain, 7s. 6d. dozen.—Purkiss, Astra, Sunderland Lane, Clatfield.

WANTED

WANTED. three-wheeled car with or without reverse gear.—A. Knight, 182 White Hart Lane, Portchester, Hants.

FOR SALE

FOR SALE. £65 o.n.o., Ariel, 350 c.c. combination in perfect working order; strong and reliable outfit.—Seen at 182 White Hart Lane, Portchester, Hants. Evenings only

HORNBY electric train set with electric points and signals; £3.—Bowdery, 28 Oxenden Road, Tongham.

R.N.B., Portsmouth, Sports Day



Mrs. Thompson, wife of the Commodore, R.N. Barracks, Portsmouth, presented the prizes at the conclusion of a most successful sports day

FENCING

MAGRINI CUP

THE SABREURS, possibly spurred on by the efforts of the foilists in the "Sporting Record" Cup competition earlier in the season, excelled themselves and managed to reach the semi-final of the Magrini Cup, a National competition. This is the best result achieved by a Royal Navy team in

this particular competition, for many years.

Results of matches were:

1st Round—beat Polytechnic "B" 9-3.

2nd Round—beat Salle Paul "B" 9-6.

Semi-Final—lost to London 6-10.

CROSSWORD No. 22 SOLUTION

JUNE, 1956

ACROSS.—1, Lands in the drink. 8, Accedes. 10, Safari. 12, Smolt. 15, Women. 17, Graph. 18, The Scum. 19, Players. 20, Fritter. 21, Uction. 22, Noose. 23, Drier. 24, Stirs. 27, Absent. 28 Turn to. 30, Labour Inspector.

DOWN.—1, Load with fan mail. 2, Die. 3, Ides. 4, Tito. 5, East. 6, R.A.F. 7, Knights in armour. 9, Competitors. 11, As an edition. 13, Murrant. 14, Lump sugar. 16, Necktie. 17, Glanced. 24, Star. 25, Iron. 26, Step. 28, Ego. 30, Roc.

Polytechnic Marathon

FOR THE first time since the war, the R.N.A.C. (South) entered a team in the annual Windsor to Chiswick marathon race, and members acquitted themselves extremely well.

Individual placings were: 16th, E.A. T. W. Joyce; 20th, P.O. A. J. Edwards; 43rd, A.B. W. Jackson.

In the team race the Royal Navy team finished 6th, again a very creditable performance, taking into consideration the quality of the opposition.

Awards for Services entrants were gained by the following: 1st, A.C. McMinnis, R.A.F. (1955 Marathon winner); 2nd, E.A. Joyce; 3rd, P.O. Edwards

PORTSMOUTH COMMAND SWIMMING CHAMPIONSHIPS 1956

AT THE above championship meeting at the R.N. Bath, Portsmouth, on June 27, in addition to 10 competitors who already held "Standard Medals" and who finished their races within "Standard" times, nine other competitors qualified for "Standard Medals." In addition, four new R.N. swimming records were set up.

by D. B. Knight

Abel . . .

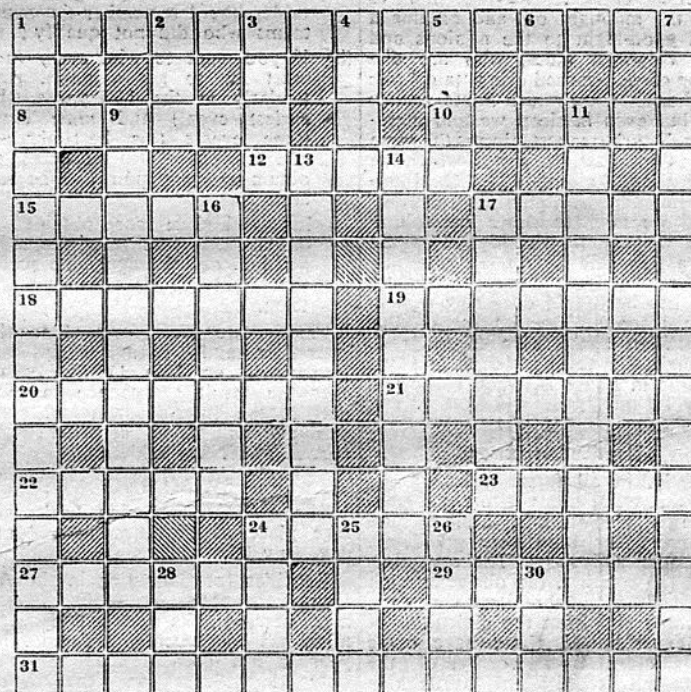


Navy News Crossword—No. 23

(Contributed from R.N. Air Station, Anthorn)

A prize of £1 ls. will be given for the first correct solution opened on July 26

The winner of Crossword No. 22 was Miss J. M. Coombes, Family Welfare Section, R.N. Barracks, Portsmouth



CLUES ACROSS

- Not where railwaymen are trained (8, 7).
- Of which there will be much on 31 (6).
- Insignia (6).
- "Fore." Loud disturbance to put forward (5).
- Met up with me in the swim (5).
- One form of 29 or law (5).
- Air a nervous complaint? (7).
- Ore lift (anag., 7).
- Everyone goes off (4, 3).
- Beleaguer (7).
- Secret agent just about in (5).
- Rows round to find a Russian (5).
- Tyler onboard works hard (5).
- Much decorated (6).
- Hesitation between Roman numerals in church (6).
- Plights seen less—now that we have soporifics (9, 6).

CLUES DOWN

- Obviously where the justices sit (5, 2, 8).
- A preparatory word that may be tipped (3).
- T solution O (4).
- This game may be punishment when taken up (4).
- Radio voice turn about that is abbreviated, causing a row (4).
- One of the things you may keep on people to watch them (3).
- Christenings (7, 8).
- A dream of Ancient Rome through Caesar's eyes? (5, 6).
- An erasure or a navigational mistake? (4, 2, 5).
- Wait's call (anag., 6, 3).
- Via Suez, not Panama (4, 5).
- Where salt becomes fresh? (7).
- May be popping and popping (7).
- Jumble sale (4).
- These are used to carry these (4).
- Look over (4).